

**Traffic Collision
Statistics Report**

2007



Preface

By law, all traffic collisions on public roads resulting in fatalities, injuries, or combined damage exceeding \$1,000 must be reported to a law enforcement agency and a 'Traffic Accident Report' completed. Data from these reports form the basis for the *Traffic Collision Statistics Report*. Formerly a division of Manitoba's Department of Transportation and Government Services, Driver and Vehicle Licensing was integrated into Manitoba Public Insurance in 2004.

The *Traffic Collision Statistics Report* reveals the details surrounding traffic collisions in Manitoba, allowing users to analyze the reasons why collisions occur. Knowing more about collisions assists policy makers, traffic safety experts, public safety programmers, and legislators to pinpoint areas for review and create targeted approaches to preventing and reducing traffic collisions.

The importance of data collection is acknowledged in Canada's Road Safety Vision 2010, a national initiative aimed at making Canada's roads the safest in the world. The strategic objectives of the plan aim to raise public awareness of road safety issues; improve communication, co-operation and collaboration among road safety agencies; toughen enforcement measures; and improve national road safety data collection and quality.

Manitoba has more than 739,000 active licensed drivers and more than 865,000 registered vehicles.

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Traffic Collision Statistics Report





The *Traffic Collision Statistics Report* (TCSR) contains information obtained from all "reportable" traffic collisions in Manitoba. There are three accident severity types: fatal, injury, and property damage. A fatal traffic accident is a collision where an injured victim dies within 30 days. An injury accident is a crash resulting in injury, but not death. A property damage accident is a motor vehicle crash which caused damage to vehicle and/or property and which did not result in death or injury. Fatal, injury and property damage accidents in excess of \$1,000 or more are to be reported to a law enforcement agency.

Section 1 (*Drivers, Vehicles, and Collision Rates: Historical Trends*) establishes collision rates for licensed drivers and registered vehicles. Data are presented as the rate per 10,000 – that is, the number of drivers or registered vehicles that have been involved in collisions, for every 10,000 licensed drivers or 10,000 registered vehicles. The historical trend for driver involvement rate is expressed per 1,000 licensed drivers.

Section 2 (*Licensed Drivers*) is an overview of the driving population, providing a breakdown of licensed drivers by age, gender and licence status (active or suspended).

Section 3 (Vehicle Registrations) covers three vehicle categories: Non-Commercial, Commercial and Snowmobile. Section 3 has been changed to reflect the *average number of active policies* at a point in time for non-commercial and commercial vehicle class. Prior annual reports counted all vehicle registration transactions including the number of transfers and the multiple short term policy registrations per vehicle which inflated the total. The summary table on Page 9 reflects the revised reporting and should replace any previous reports.

Sections 4 through 10 contain detailed collision data for fatal and injury collision data by month, day or time of crash; consider factors such as road surface or weather; and break down location within the province. The section also has information about collision victims, pedestrian victims, the vehicles involved, the drivers involved and commercial vehicle collisions.

Section 11 covers Off-Road Vehicle Crashes. Total collisions, victims (age group and gender), vehicles and drivers by at-fault contributing factors are provided.

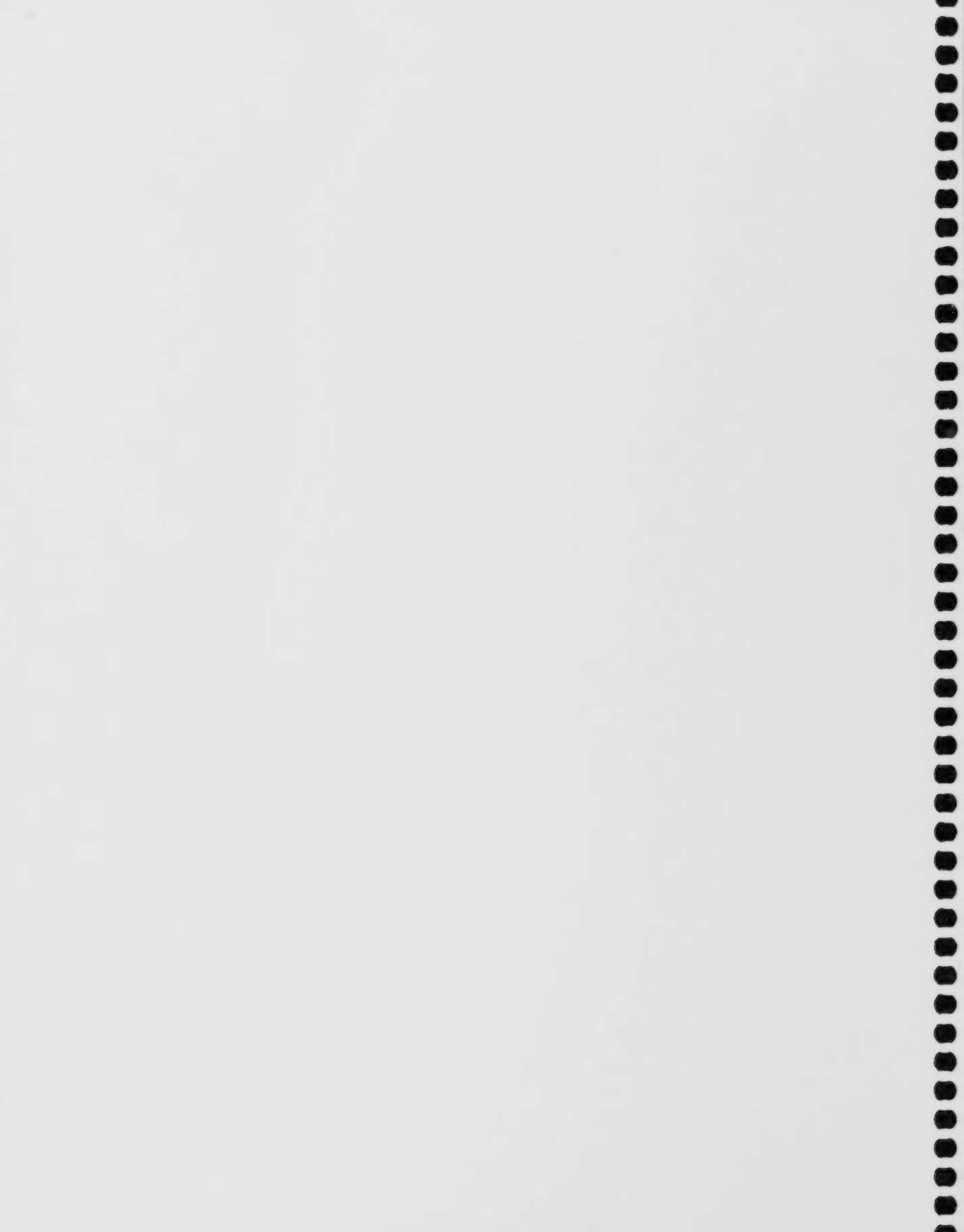
Section 12 (*Alcohol-Related Criminal Code Convictions*) highlights drinking and driving convictions in Manitoba from 1989 to 2006, and also provides comparison data for the years 1996, 2001 and 2006.

The 2006 driver alcohol-related offence convictions are preliminary. This report is currently being updated to include new Criminal Code offences of 'impaired driving with a youth in vehicle' and 'over .08 alcohol content with youth in vehicle'. The report will also include "out-of-province" and U.S. convictions. The new report is unavailable at the time of this publication.

Annual collision statistics, such as those contained in the *Traffic Collision Statistics Report*, are used to:

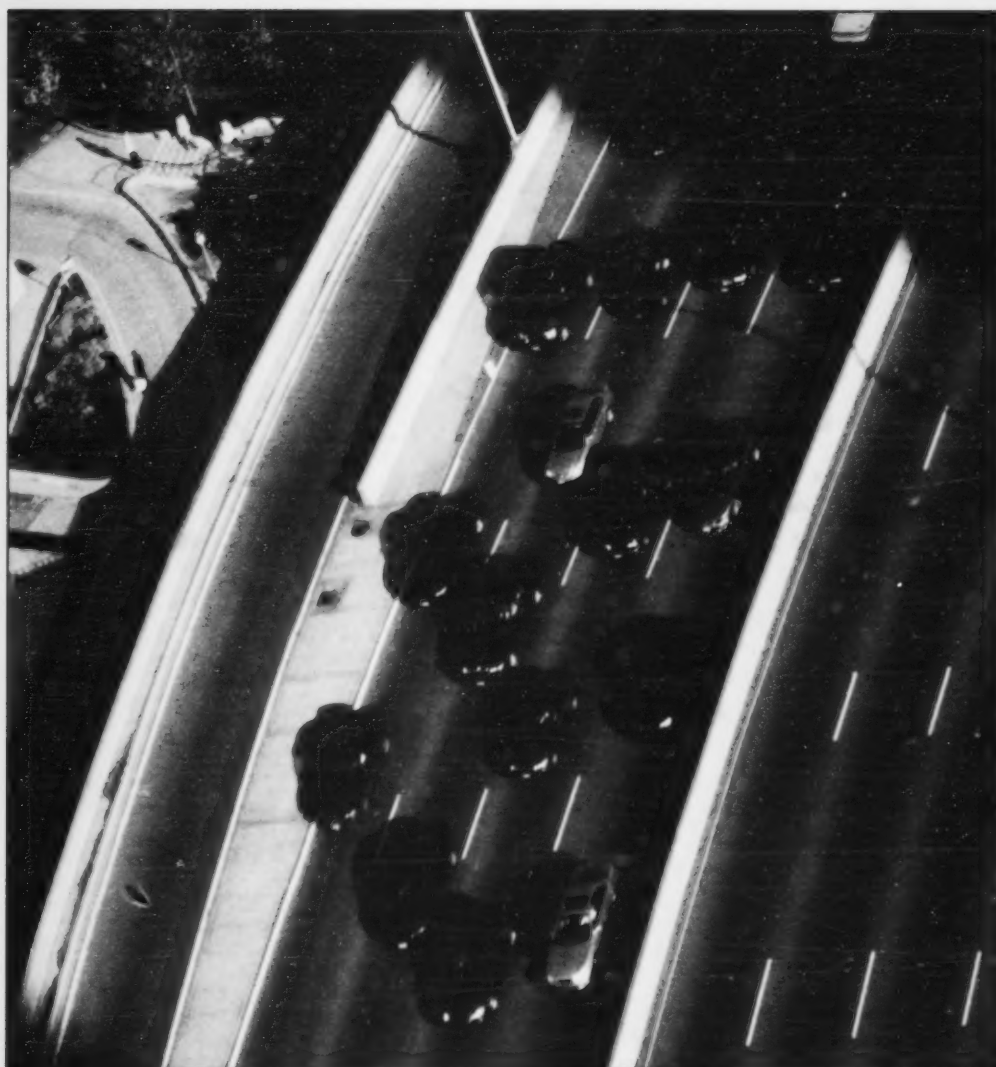
- indicate trends,
- identify driver and vehicle factors in accidents,
- evaluate current programs and new provincial road safety initiatives,
- monitor commercial vehicle collisions in accordance with the National Safety Code, and
- guide development of new policies and programs to reduce the frequency and severity of traffic accidents in the province.

Government agencies, law enforcement agencies, research organizations, consultants, public health officials and academics are among those who draw upon the collision data contained within this report.



Section 1

Drivers, Vehicles, and Collision Rates Historical Trends



INTRODUCTION TO SECTION 1

This section calculates involvement rates for fatal, injury and property damage collisions using licensed drivers and vehicles registered for the years 1998 to 2007 inclusive. This section also deals with relative involvement rates of drivers by specific age groups.

**Fatal, Injury, and Property Damage Collisions
by Total Licensed Drivers¹
1998 – 2007**

Year	Licensed Drivers	Total Collisions	Collisions /10,000 Drivers	Total Fatal	Fatal /10,000 Drivers	Total Injury	Injury /10,000 Drivers	Total Property Damage	Property Damage /10,000 Drivers
1998	692941	27124	391.4	109	1.6	6879	99.3	20136	290.6
1999	702851	28667	407.9	99	1.4	6959	99.0	21609	307.4
2000	706512	30973	438.4	92	1.3	6931	98.1	23950	339.0
2001	710456	30999	436.3	82	1.2	6656	93.7	24261	341.5
2002	715793	31983	446.8	99	1.4	6953	97.2	24931	348.3
2003	720099	34933	485.1	98	1.3	7312	101.5	27523	382.2
2004	728571	35382	485.6	90	1.2	6939	95.2	28353	389.2
2005	717449	33268	463.7	88	1.2	6512	90.8	26668	371.7
2006	725755	31796	438.1	104	1.4	6518	90.0	25174	346.9
2007	739442	29548	399.6	96	1.3	6429	86.9	23023	311.4

¹ Licensed drivers include active and suspended drivers who held a valid licence within the licensing year.

Over the past 10 years, traffic collisions have increased by 8.9 percent (27,124 to 29,548) while licensed drivers have increased by 6.7 percent. Collision rates for licensed drivers have increased by 2.1 percent, from 391.4 per 10,000 active licensed drivers in 1998 to 399.6 per 10,000 active licensed drivers in 2007. Fatal crash rates declined from 1.6 per 10,000 active licensed in 1998 to 1.3 per 10,000 active licensed drivers in 2007. Injury rates dropped by 12.5 percent from 99.3 per 10,000 active licensed drivers in 1998 to 86.9 per 10,000 active licensed drivers in 2007, while property damage collision rates rose from 290.6 per 10,000 active licensed drivers to 311.4 per 10,000 active licensed drivers, an increase of 7.2 percent.

**Fatal, Injury, and Property Damage Collisions
by Vehicles Registered¹
2002 – 2007**

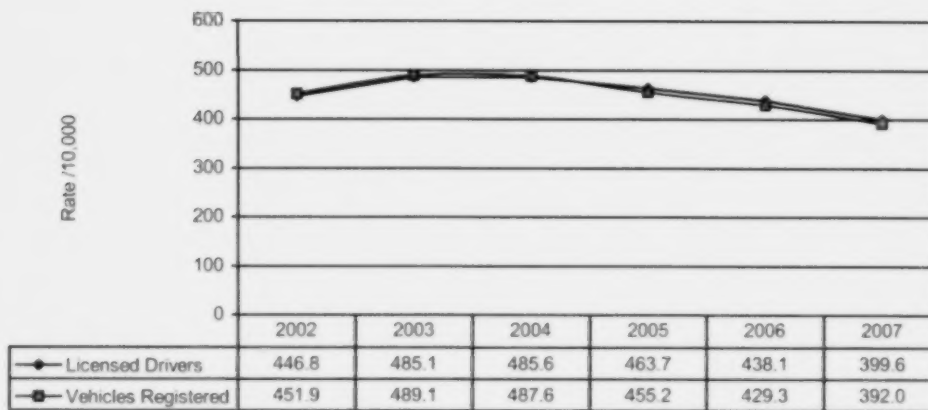
Year	Vehicles Registered ²	Total Collisions	Collisions /10,000 Vehicles	Total Fatal	Fatal /10,000 Vehicles	Total Injury	Injury /10,000 Vehicles	Total Property Damage	Property Damage /10,000 Vehicles
2002	707802	31983	451.9	99	1.4	6953	98.2	24931	352.2
2003	714170	34933	489.1	98	1.4	7312	102.4	27523	385.4
2004	725590	35382	487.6	90	1.2	6939	95.6	28353	390.8
2005	730838	33268	455.2	88	1.2	6512	89.1	26668	364.9
2006	740636	31796	429.3	104	1.4	6518	88.0	25174	339.9
2007	753705	29548	392.0	96	1.3	6429	85.3	23023	305.5

¹ The procedure for reporting registered vehicles was changed to reflect the average number of active policies. For the purpose of this report, the revised count is being reported from 2002 onwards (See Section 3 Introduction).

² Vehicles registered exclude off-road vehicles, snow vehicles (HTA), trailers (HTA), tractors other than farm and PSV trailers.

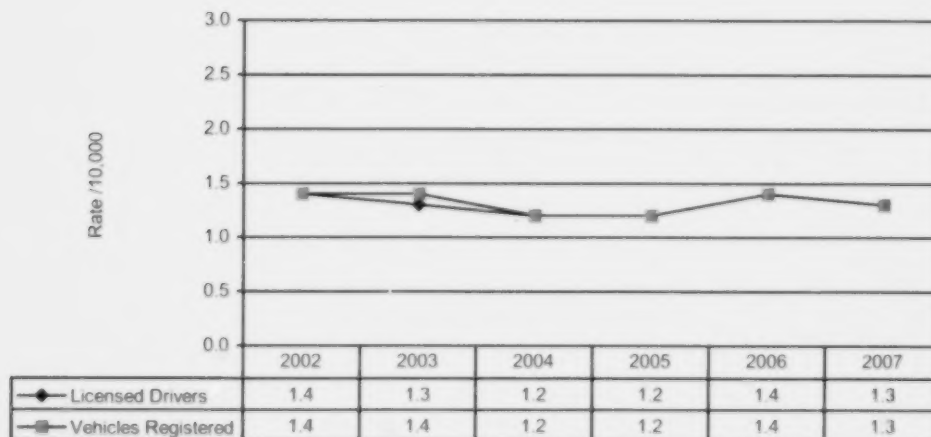
Between 2002 and 2007, traffic collision rates decreased by 13.3 percent, from 451.9 per 10,000 vehicles registered in 2002 to 392.0 per 10,000 vehicles registered in 2007. Fatal collision rates declined slightly from 1.4 per 10,000 vehicles registered to 1.3 per 10,000 registered vehicles. Injury collision rates decreased by 13.1 percent, from 98.2 per 10,000 registered vehicles in 2002 to 85.3 per 10,000 vehicles registered in 2007. Property damage collision rates declined by 13.3 percent, from 352.2 per 10,000 registered vehicles in 2002 to 305.5 per 10,000 registered vehicles in 2007.

**Total Collisions
/10,000 Licensed Drivers and Vehicles Registered
2002 - 2007**



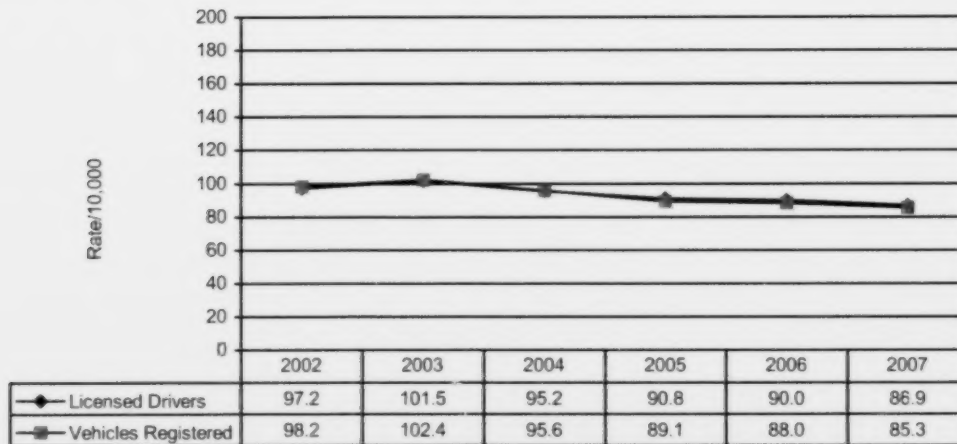
Total collision rates by licensed drivers and vehicles registered both declined between 2002 and 2007 (446.8 versus 399.6) and (451.9 versus 392.0) respectively. Collision rates experienced an increase from 2002 to 2003 and then declined steadily over the subsequent four years.

**Fatal Collisions
/10,000 Licensed Drivers and Vehicles Registered
2002 - 2007**



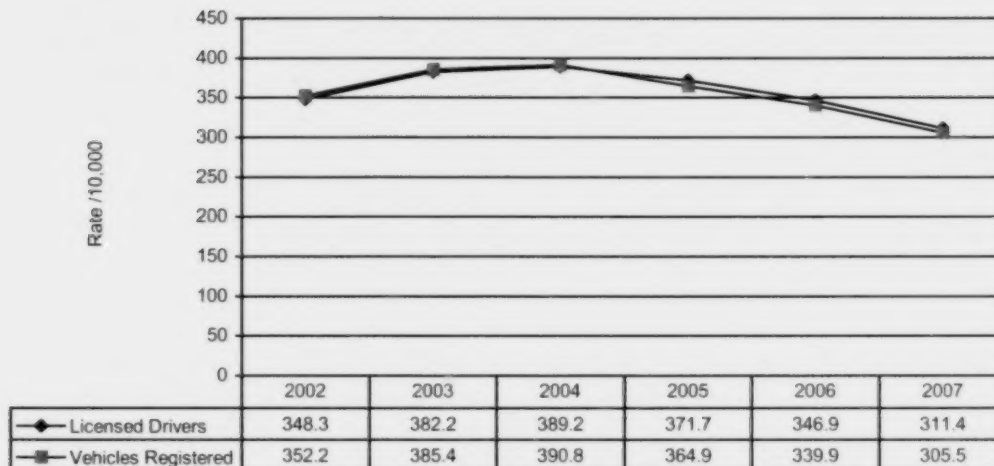
Fatal crash rates per 10,000 licensed drivers and registered vehicles have been fairly flat and coincided in five out of the six years. The rates dropped slightly from 2002 to 2004, remained constant between 2004 and 2005, rising in 2006 and dropped again in 2007.

Injury Collisions /10,000 Licensed Drivers and Vehicles Registered 2002 - 2007



Injury collision rates per 10,000 licensed drivers declined by 10.6 percent, from 97.2 per 10,000 in 2002 to 86.9 per 10,000 in 2007. Injury collision rates per 10,000 vehicles registered decreased by 13.1 percent, from 98.2 per 10,000 in 2002 to 85.3 per 10,000 in 2007. Both measures follow the same general pattern of decline.

Property Damage Collisions /10,000 Licensed Drivers and Vehicles Registered 2002 - 2007



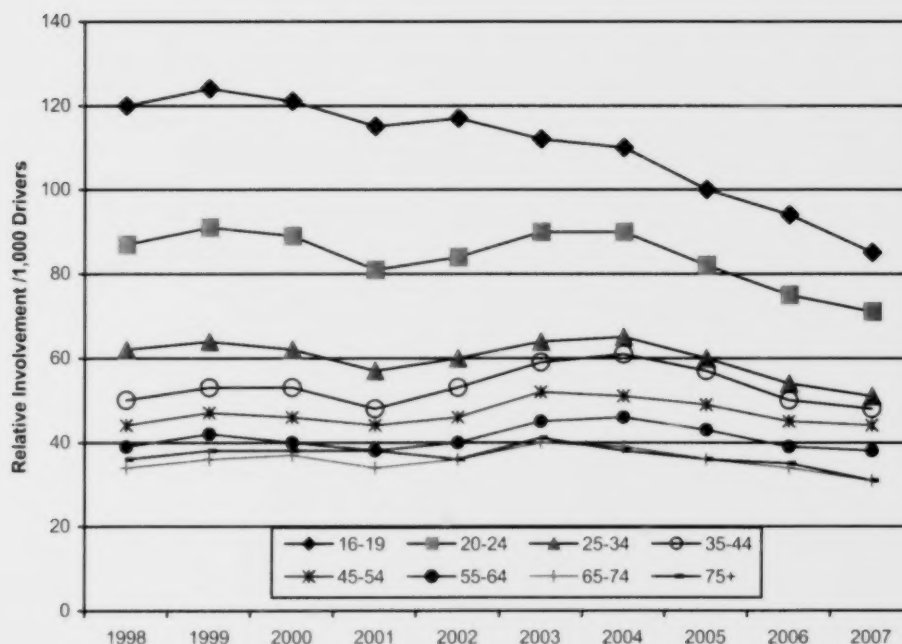
Between 2002 and 2007, property damage collision rates declined by 10.6 percent, from 348.3 per 10,000 licensed drivers to 311.4 per 10,000 licensed drivers and by 13.3 percent, from 352.2 per 10,000 vehicles registered to 305.5 per 10,000 vehicles registered.

Relative Involvement
/1,000 Active Licensed Drivers by Age Group
1998 – 2007

Age Group	Year									
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
16-19	120	124	121	115	117	112	110	100	94	85
20-24	87	91	89	81	84	90	90	82	75	71
25-34	62	64	62	57	60	64	65	60	54	51
35-44	50	53	53	48	53	59	61	57	50	48
45-54	44	47	46	44	46	52	51	49	45	44
55-64	39	42	40	38	40	45	46	43	39	38
65-74	34	36	37	34	36	40	39	36	34	31
75>	36	38	38	38	36	41	38	36	35	31

Relative collision involvement rates for drivers under the age of 35 reached their lowest levels in 2007 for the 10-year period under review. The relative rates in 2007 set or matched the record ten year lows in each of the age groups.

Relative Involvement
/1,000 Drivers by Selected Age Group
1998 – 2007

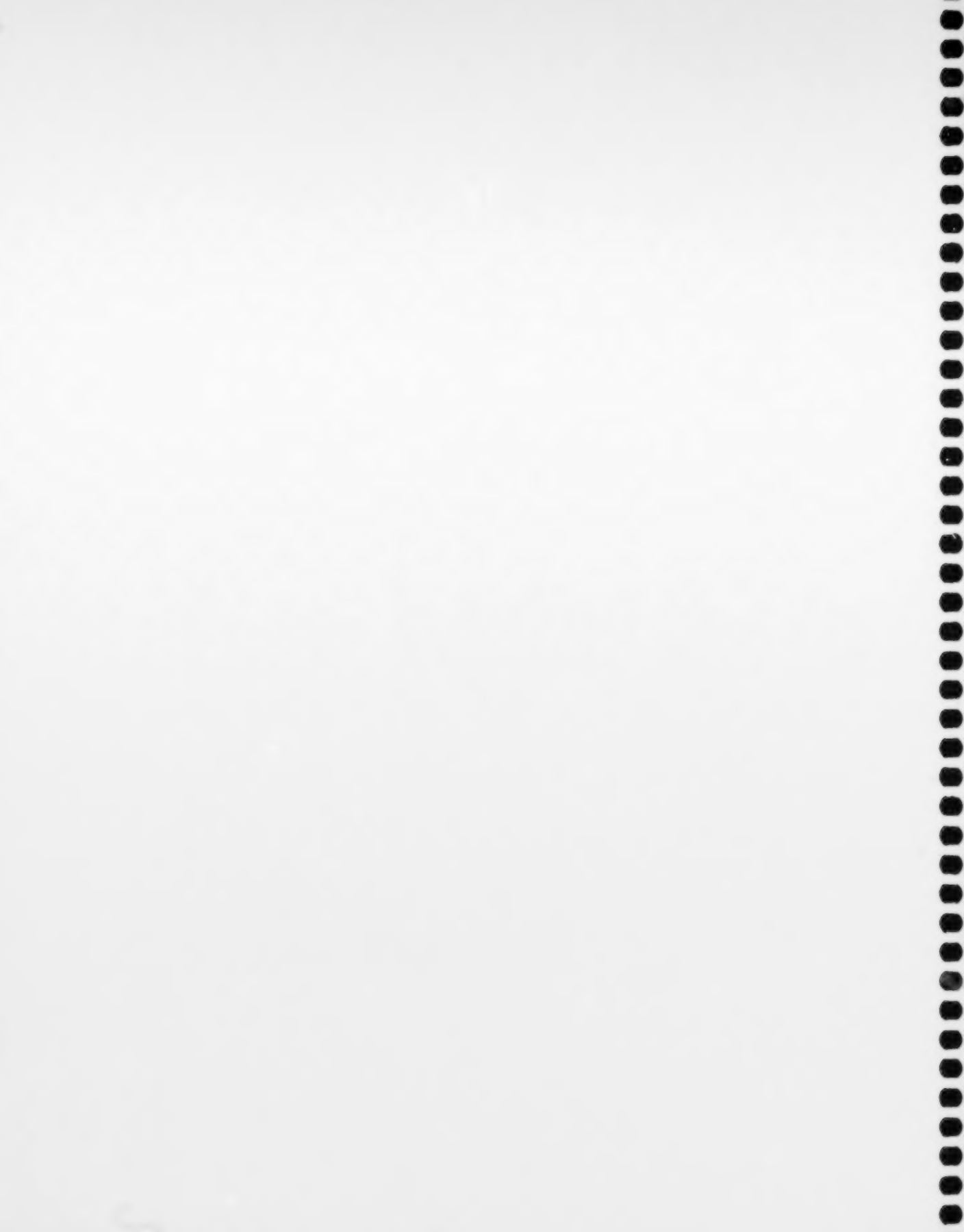


This graph shows that, since 2004, the collision involvement rates have been declining for all driver age groups.

Section 2

Licensed Drivers





INTRODUCTION TO SECTION 2

This section deals with active and suspended drivers by specific age groups, gender and Manitoba licence class designation.

At the beginning of this section there is a quick reference chart of Manitoba's licence and vehicle class descriptions. A review of that chart will indicate which class of licence is required for operating certain vehicle classes.

Since the inception of Graduated Driver Licensing (GDL) the following tables give the number of licensed drivers by driver licence stages (full class licence – 5/F, intermediate stage under GDL – 5I, and learner licence under GDL – 5/L).

In view of the fact that the majority of Class 6 (motorcycle) licence holders also possess Class 1 to 5 licences, the number has been included in the Class 1 to 5 totals. Pages 22 to 24 deal specifically with the number of Class 6 active motorcycle licensed drivers by gender, age group and licence class.

Class Licence System Quick Reference Chart

Licence Class	Description
1	Class 1 licence permits the holder to operate all motor vehicles (except motorcycles) or combination of vehicles, semi-trailers, trucks, buses, etc., including all vehicles in Classes 2, 3, 4, and 5.
2	Class 2 licence permits the holder to operate all vehicles except vehicles in Class 1 and 6.
3	Class 3 licence permits the holder to operate all motor vehicles except vehicles in Classes 1, 2, and 6.
4	Class 4 licence permits the holder to operate all motor vehicles except vehicles in Classes 1, 2, 3, and 6.
5	Class 5 licence permits the holder to operate a Class 5 motor vehicle and a Class 3 motor vehicle if it is registered as a farm truck. ¹
6	Class 6 licence permits the holder to operate a motorcycle. Operation of vehicles in Classes 1 to 5 are prohibited, unless the Class 6 licence is held in conjunction with Class 1, 2, 3, 4 or 5 licence.

¹Effective November 1, 2003, a person must hold a valid minimum Class 5.0 Intermediate Stage driver's licence to operate a special mobile machine, implement of husbandry or tractor on a provincial highway, or a highway within the municipal boundaries of a city, town, village or urban municipality.

Vehicle Classification Quick Reference Chart

Vehicle Class	Description
1	Semi-trailer trucks.
2	Buses having a seating capacity of over 24 passengers (while carrying passengers), and school buses having a seating capacity of over 36 passengers (while carrying passengers).
3	Trucks with more than two axles, including any combination of vehicles, OR trucks with two axles towing a vehicle with a registered gross vehicle weight (GVW) of more than 4,540 kg. but does not include a semi-trailer truck.
4	Taxis, ambulances, and other emergency vehicles, buses with a seating capacity between 10 and 24 passengers (while carrying passengers) and school buses with a seating capacity between 10 and 36 passengers (while carrying passengers).
5	Passenger cars, a bus while not carrying passengers, trucks with two axles, and any combination of vehicles consisting of a truck with two axles and a towed vehicle with a registered gross vehicle weight (GVW) of up to 4,540 kg.
6	Motorcycles.

Class 1-5 Licensed Drivers
by Age Group, Gender and Driver Status
2007

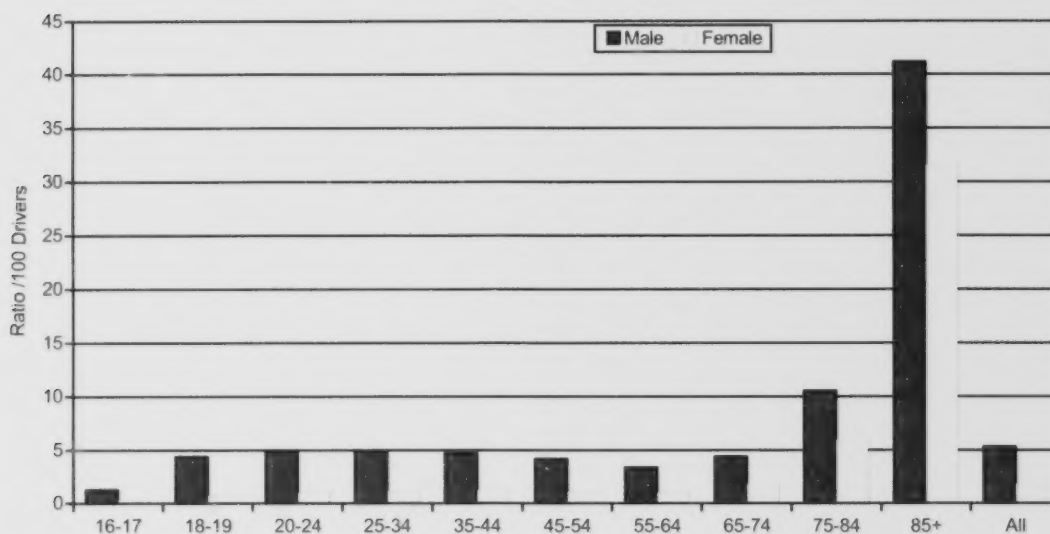
Age Group	Gender	Active Drivers	Suspended Drivers	Total Drivers	%	Suspended /100 Drivers
16-17	M	11138	142	11280	2.8	1.3
	F	10660	38	10698	2.9	0.4
	Total	21798	180	21978	2.9	0.8
18-19	M	11938	555	12493	3.1	4.4
	F	11574	95	11669	3.2	0.8
	Total	23512	650	24162	3.1	2.7
20-24	M	30652	1603	32255	8.1	5.0
	F	29890	339	30229	8.2	1.1
	Total	60542	1942	62484	8.1	3.1
25-34	M	60519	3111	63630	15.9	4.9
	F	59161	695	59856	16.3	1.2
	Total	119680	3806	123486	16.1	3.1
35-44	M	69101	3391	72492	18.1	4.7
	F	67042	901	67943	18.5	1.3
	Total	136143	4292	140435	18.3	3.0
45-54	M	79254	3468	82722	20.7	4.2
	F	75224	878	76102	20.7	1.2
	Total	154478	4346	158824	20.7	2.7
55-64	M	59068	2115	61183	15.3	3.4
	F	55246	638	55884	15.2	1.1
	Total	114314	2753	117067	15.3	2.4
65-74	M	33928	1554	35482	8.9	4.4
	F	30735	606	31341	8.5	1.9
	Total	64663	2160	66823	8.7	3.2
75-84 *	M	19329	2273	21602	5.4	10.5
	F	17560	1111	18671	5.1	6.0
	Total	36889	3384	40273	5.2	8.4
85+ *	M	4144	2904	7048	1.8	41.2
	F	3279	1512	4791	1.3	31.6
	Total	7423	4416	11839	1.5	37.3
All Ages	M	379071	21116	400187	100.0	5.3
	F	360371	6813	367184	100.0	1.9
	Total	739442	27929	767371	100.0	3.6

Active drivers include the annual average of drivers on file with a driver licence expiry date in the future. Suspended drivers refer to an annual average of drivers who are suspended.

* The rate of suspension for drivers aged 75+ is more than four times higher than for drivers of all ages: 15.0 per 100 licensed drivers versus 3.6 per 100. This is primarily due to the fact that higher proportions of older drivers are indefinitely suspended for medical reasons.

Note: Since the majority of Class 6 licence holders also possess Class 1-5 licences, their numbers have been included in the Class 1-5 totals.

Comparison of Male and Female Class 1-5
Suspended Drivers/100 Licensed Drivers
2007



Class 1-5 Licensed Drivers by Year and Driver Status
1998 - 2007

Licensing Year	Active Drivers	Suspended Drivers	Total Drivers
1998	663980	28961	692941
1999	672824	30027	702851
2000	675532	30980	706512
2001	678616	31840	710456
2002 ¹	682980	32813	715793
2003 ¹	686426	33673	720099
2004 ¹	693876	34695	728571
2005 ¹	696204	21245	717449
2006 ¹	725755	20799	746554
2007 ¹	739442	27929	767371

¹Excludes drivers holding only a Class 6 licence whose numbers generally range between 25 to 30 annually.

In 2005, deceased drivers were eliminated from the driver record system and much of the 38.7 percent decline in suspended drivers between 2004 and 2005 can be attributed to this system change. Since then suspended drivers are up from 20,799 in 2006 to 27,929 in 2007, an increase of 34.2 percent. Active licensed drivers increased by 11.4 percent between 1998 and 2007, from 663,980 to 739,442.

**Class 1-5 Licensed Drivers
by Licence Class, Driver Status and Gender
2007**

Licence Class	Active Drivers				Suspended Drivers				Total	%
	Male	Female	S/Total	%	Male	Female	S/Total	%		
1.0	33142	1377	34519	4.6	766	17	783	2.8	35302	4.6
2.0	4720	1611	6331	0.9	78	14	92	0.3	6423	0.8
3.0	10083	310	10393	1.4	236	3	239	0.9	10632	1.4
4.0	12492	4358	16850	2.3	441	57	498	1.8	17348	2.3
5/F	299322	328942	628264	85.0	17576	5946	23522	84.2	651786	84.9
5/I	8539	8082	16621	2.2	329	66	395	1.4	17016	2.2
5/L	8948	12368	21316	2.9	338	152	490	1.7	21806	2.9
5/A	1818	3323	5141	0.7	364	162	526	1.9	5667	0.7
Other	7	0	7	-.	988	396	1384	5.0	1391	0.2
Total	379071	360371	739442	100.0	21116	6813	27929	100.0	767371	100.0

Manitoba Class 5 Driver's Licence Stages

5/A Learner drivers who are not in Graduated Driver Licensing

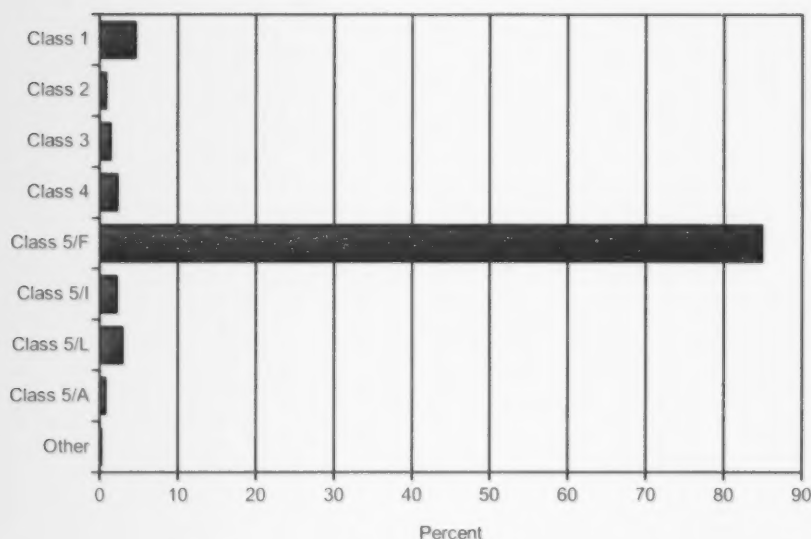
5/F Full Class 5 licence

5/I Intermediate Stage under Graduated Driver Licensing

5/L Learner Stage under Graduated Driver Licensing

Other Unlicensed drivers assigned a licence number

**Distribution of Total Drivers
by Licence Class
2007**



**Active and Suspended Class 1-5 Male Drivers
by Age Group and Licence Class
2007**

Age Group	Status	Licence Class										Total
		1.0	2.0	3.0	4.0	1-4/A	5/F	5/I	5/L	5/A	5 Other ²	
16-17	Active	0	0	0	0	0	811	5382	4945	0	0	11138
	Suspd ¹	0	0	0	0	0	13	96	33	0	0	142
	Subtotal	0	0	0	0	0	824	5478	4978	0	0	11280
18-19	Active	65	1	19	41	1	8503	1745	1557	6	0	11938
	Suspd ¹	5	0	0	1	0	360	128	61	0	0	555
	Subtotal	70	1	19	42	1	8863	1873	1618	6	0	12493
20-24	Active	941	44	314	697	2	26175	810	1269	400	0	30652
	Suspd ¹	23	0	9	8	0	1209	83	152	93	26	1603
	Subtotal	964	44	323	705	2	27384	893	1421	493	26	32255
25-34	Active	5071	335	1244	2993	3	49139	367	696	671	0	60519
	Suspd ¹	118	0	17	61	0	2444	17	70	102	282	3111
	Subtotal	5189	335	1261	3054	3	51583	384	766	773	282	63630
35-44	Active	8365	897	1824	3439	1	53719	169	326	361	0	69101
	Suspd ¹	165	17	41	104	0	2663	4	17	68	312	3391
	Subtotal	8530	914	1865	3543	1	56382	173	343	429	312	72492
45-54	Active	10180	1609	3520	3296	0	60250	50	119	230	0	79254
	Suspd ¹	195	34	78	121	0	2792	0	4	31	213	3468
	Subtotal	10375	1643	3598	3417	0	63042	50	123	261	213	82722
55-64	Active	6391	1367	2404	1721	0	47070	12	25	78	0	59068
	Suspd ¹	135	11	41	92	0	1757	1	1	7	70	2115
	Subtotal	6526	1378	2445	1813	0	48827	13	26	85	70	61183
65-74	Active	1928	417	676	273	0	30573	3	10	48	0	33928
	Suspd ¹	89	8	29	35	0	1367	0	0	9	17	1554
	Subtotal	2017	425	705	308	0	31940	3	10	57	17	35482
75-84	Active	200	50	80	31	0	18954	1	1	12	0	19329
	Suspd ¹	28	7	14	11	0	2160	0	0	33	20	2273
	Subtotal	228	57	94	42	0	21114	1	1	45	20	21602
85+	Active	1	0	2	1	0	4128	0	0	12	0	4144
	Suspd ¹	8	1	7	8	0	2811	0	0	21	48	2904
	Subtotal	9	1	9	9	0	6939	0	0	33	48	7048
Total	Active	33142	4720	10083	12492	7	299322	8539	8948	1818	0	379071
	Suspd ¹	766	78	236	441	0	17576	329	338	364	988	21116
	Grand Total	33908	4798	10319	12933	7	316898	8868	9286	2182	988	400187

¹Suspd = Suspended²Other = Unlicensed driver assigned a licence number.

Among the male driver population, the 45-54 age group had the largest number of active and suspended drivers. Suspended male driver breakdowns are as follows:

- 24 years and younger made up 10.9 percent of total male suspended drivers
- 25 to 64 years of age made up 57.2 percent of total male suspended drivers, and
- 65 years and older made up 31.9 percent of total male suspended drivers.

The older suspended driver population represents drivers indefinitely suspended for medical reasons.

**Active and Suspended Class 1-5 Female Drivers
by Age Group and Licence Class
2007**

Age Group	Status	Licence Class										Total
		1.0	2.0	3.0	4.0	1-4/A	5/F	5/I	5/L	5/A	5 Other ²	
16-17	Active	0	0	0	0	0	739	4596	5325	0	0	10660
	Suspd ¹	0	0	0	0	0	3	27	8	0	0	38
	Subtotal	0	0	0	0	0	742	4623	5333	0	0	10698
18-19	Active	2	0	2	12	0	7779	1613	2162	4	0	11574
	Suspd ¹	0	0	0	0	0	60	13	22	0	0	95
	Subtotal	2	0	2	12	0	7839	1626	2184	4	0	11669
20-24	Active	23	7	12	297	0	26071	904	1828	748	0	29890
	Suspd ¹	0	0	0	0	0	218	16	56	44	5	339
	Subtotal	23	7	12	297	0	26289	920	1884	792	5	30229
25-34	Active	201	130	43	1308	0	54072	595	1643	1169	0	59161
	Suspd ¹	1	1	0	8	0	478	8	47	54	98	695
	Subtotal	202	131	43	1316	0	54550	603	1690	1223	98	59856
35-44	Active	441	421	52	1344	0	62842	268	923	751	0	67042
	Suspd ¹	11	4	0	16	0	719	2	15	17	117	901
	Subtotal	452	425	52	1360	0	63561	270	938	768	117	67943
45-54	Active	469	661	83	1045	0	72074	83	377	432	0	75224
	Suspd ¹	4	5	2	16	0	754	0	1	7	89	878
	Subtotal	473	666	85	1061	0	72828	83	378	439	89	76102
55-64	Active	218	356	91	322	0	53989	16	86	168	0	55246
	Suspd ¹	1	3	0	10	0	575	0	2	7	40	638
	Subtotal	219	359	91	332	0	54564	16	88	175	40	55884
65-74	Active	23	35	25	27	0	30579	7	17	22	0	30735
	Suspd ¹	0	0	1	3	0	575	0	1	9	17	606
	Subtotal	23	35	26	30	0	31154	7	88	31	17	31341
75-84	Active	0	1	2	3	0	17524	0	7	23	0	17560
	Suspd ¹	0	1	0	4	0	1075	0	0	12	19	1111
	Subtotal	0	2	2	7	0	18599	0	7	35	19	18671
85+	Active	0	0	0	0	0	3273	0	0	6	0	3279
	Suspd ¹	0	0	0	0	0	1489	0	0	12	11	1512
	Subtotal	0	0	0	0	0	4762	0	0	18	11	4791
Total	Active	1377	1611	310	4358	0	328942	8082	12368	3323	0	360371
	Suspd ¹	17	14	3	57	0	5946	66	152	162	396	6813
	Grand Total	1394	1625	313	4415	0	334888	8148	12520	3485	396	367184

¹Suspd = Suspended²Other = Unlicensed driver assigned a licence number.

Among females, the 45-54 age group accounted for the largest number of active drivers, while the 85 and older age group (1,512) had the largest number of suspended drivers. The higher rate of suspensions in the older age group is attributed to indefinite suspensions for medical reasons.

Class 6 Active Licensed Drivers
by Age Group, Gender and Driver Status
2007

Age Group	Gender	Active Drivers	%
16-17	M	104	0.2
	F	7	
	Total	111	
18-19	M	345	0.7
	F	35	
	Total	380	
20-24	M	1913	3.8
	F	251	
	Total	2164	
25-34	M	5377	10.7
	F	800	
	Total	6177	
35-44	M	11108	21.7
	F	1416	
	Total	12524	
45-54	M	19077	37.3
	F	2433	
	Total	21510	
55-64	M	10681	20.5
	F	1112	
	Total	11793	
65-74	M	2022	3.8
	F	167	
	Total	2189	
75-84	M	637	1.2
	F	59	
	Total	696	
85+	M	78	0.1
	F	5	
	Total	83	
All Ages	M	51342	100.0
	F	6285	
	Total	57627	

Active drivers include the annual average of drivers on file with a driver licence expiry date in the future.

The majority of motorcycle licence holders are between the ages of 35 to 64. Most male operators are in the age groupings 45-54 and 35-44 at 37.2 percent and 21.6 percent respectively. A similar pattern can be seen for female motorcyclists aged 45-54 accounting for 38.7 percent and those aged 35-44 for 22.5 percent.

Note: The vast majority of Class 6 licence holders also possess Class 1 to 5 licences and have been included in the previous Class 1 to 5 totals.

**Total Class 6 Active Licensed Drivers
by Year and Driver Status
1998 - 2007**

Licensing Year	Active Drivers
1998	46448
1999	46993
2000	46931
2001	46784
2002	46905
2003	50914
2004	67207
2005	53126
2006	55847
2007	57627
% Change 1998-2007	24.1

The number of motorcycle licence holders increased by 24.1 percent between 1998 and 2007, from 46,448 to 57,627.

Manitoba Class 6 Driver's Licence Stages

- 6/A Learner drivers who are not in Graduated Driver Licensing
- 6/F Full Class 6 licence
- 6/I Intermediate Stage under Graduated Driver Licensing
- 6/L Learner Stage under Graduated Driver Licensing
- 6/M Licence received after passing written test, entitling holder to take the Motorcycle Training Course

**Class 6 Active Licensed Drivers
by Licence Class, Driver Status and Gender
2007**

Licence Class	Active Drivers			
	Male	Female	Total	%
6/F	44585	4491	49076	85.1
6/I	2	0	2	-.1
6/L	3687	1151	4838	8.4
6/A	1959	320	2279	4.0
6/M	1109	323	1432	2.5
Total	51342	6285	57627	100.0

Full Class 6 licence holders accounted for 85.1 percent of all Manitoba-licensed motorcyclists and learners under the Graduated Driver Licensing program for 8.4 percent.

**Active Class 6 Male Drivers
by Age Group and Licence Class
2007**

Age Group	Licence Class					Total	% of Total
	6/F	6/I	6/L	6/A	6/M		
16-17	4	2	71	0	27	104	0.2
18-19	56	0	199	0	90	345	0.7
20-24	489	0	942	119	363	1913	3.7
25-34	2966	0	1232	797	382	5377	10.5
35-44	9740	0	601	634	133	11108	21.6
45-54	18282	0	423	292	80	19077	37.2
55-64	10399	0	177	83	22	10681	20.8
65-74	1949	0	38	27	8	2022	3.9
75-84	623	0	4	6	4	637	1.2
85+	77	0	0	1	0	78	0.2
Total	44585	2	3687	1959	1109	51342	100.0

The largest number of male learners under Graduated Driver Licensing (GDL) appears in the 25-34 (1232 or 33.4%) age group and among those aged 20-24 (942 or 25.5%). Those who still have learner licences predating GDL (i.e., 6/A) tend to be older, with 93.9 percent over 24 versus 67.1 percent of those with learner licences acquired under GDL.

**Active Class 6 Female Drivers
by Age Group and Licence Class
2007**

Age Group	Licence Class					Total	% of Total
	6/F	6/I	6/L	6/A	6/M		
16-17	0	0	5	0	2	7	0.1
18-19	3	0	25	0	7	35	0.6
20-24	44	0	136	8	63	251	4.0
25-34	268	0	347	89	96	800	12.7
35-44	885	0	345	120	66	1416	22.5
45-54	2029	0	263	77	64	2433	38.7
55-64	1036	0	30	22	24	1112	17.7
65-74	163	0	0	3	1	167	2.7
75-84	58	0	0	1	0	59	0.9
85+	5	0	0	0	0	5	0.1
Total	4491	0	1151	320	323	6285	100.0

The largest number of female learners under Graduated Driver Licensing (GDL) appears in the 25-34 age group (347 or 30.1%) and among those aged 35-44 (345 or 30.0%). Females older than 24 accounted for 85.6 percent of those whose learner licences were acquired under GDL and 97.5 percent of those whose learner licences predate GDL.

Section 3

Vehicle Registrations



INTRODUCTION TO SECTION 3

Section 3 has been changed to reflect the *average number of active policies* at a point in time by non-commercial and commercial vehicle class. Prior annual reports counted all vehicle registration transactions including the number of transfers and the multiple short term policy registrations per vehicle which inflated the total. The summary table on page 9 reflects the revised reporting and should replace any previous reports.

For the definition of these motor vehicle classes listed in this section refer to the glossary.

By Non-Commercial Vehicle Class
2007

Vehicle Class	Total	%
Passenger	499,078	63.6
Antique	82	-.1
Motorcycle/Moped	9,143	1.2
Truck	120,217	15.3
Farm Truck	44,477	5.7
Snow Vehicle	49	-.1
Trailer	111,630	14.2
Tractor (Other than Farm-type)	120	-.1
Total Vehicles Registered	784,796	100.0
Snowmobiles (Recreational)		
Snowmobiles	23,401	

By Commercial Vehicle Class
2007

Vehicle Class ¹	Total	%
Commercial Truck	24,987	30.9
Public Service Vehicle Truck	10,115	12.5
Dealer and Repairer	6,511	8.1
Taxi/Livery/Limousine	769	1.0
Public Service Vehicle Bus	143	0.2
Commercial Trailer	38,183	47.3
Public Service Vehicle Trailer	56	-.1
Total Vehicles Registered	80,764	100.0

¹For definition of these motor vehicle classes refer to the glossary.

Vehicle Registrations Summary 2002 – 2007

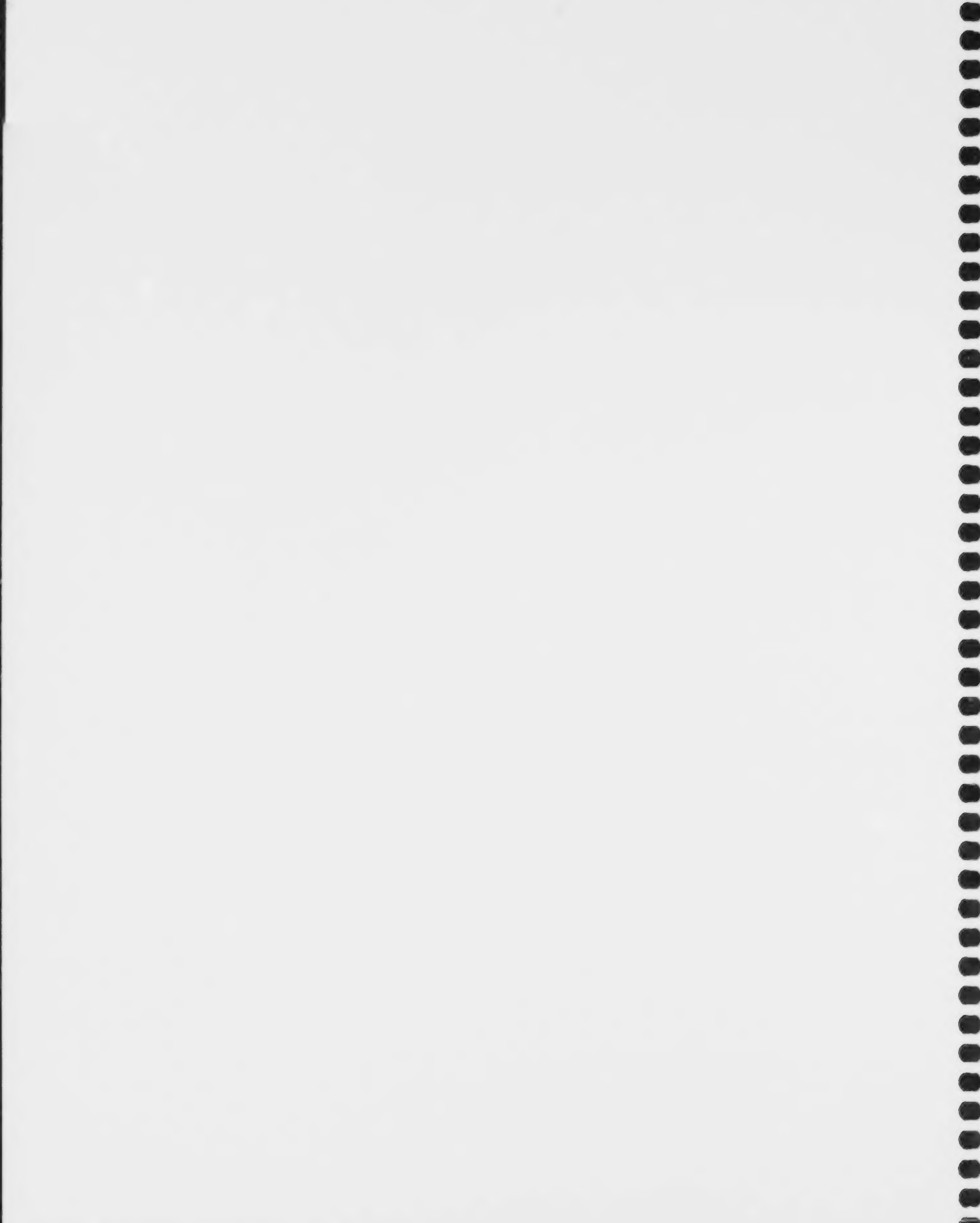
Registration Class	2002	2003	2004	2005	2006	2007	% Change 2006-2007
Non-Commercial Vehicle Class							
Passenger	469,420	476,834	483,274	487,158	491,363	499,078	1.6
Antique	83	79	71	74	80	82	2
Motorcycle/Moped	6,677	7,210	7339	7,605	8,357	9,143	9.4
Truck	112,549	113,302	114,818	115,755	117,278	120,217	2.5
Farm Truck	48,971	48,370	47,650	46,512	45,083	44,477	-1.3
Snow Vehicle	59	55	52	49	48	49	2
Trailer	85,986	88,375	92,396	97,684	103,840	111,630	7.5
Tractor (non-farm)	144	140	131	122	125	120	2
Subtotal	723,889	734,365	745,731	754,959	766,174	784,796	2.4
Commercial Vehicle Class							
Truck	22,798	23,130	23,520	23,833	24,305	24,987	2.8
PSV – Truck	6,907	7,366	8,313	8,988	9,526	10,115	6.2
Dealer/Repairer	7,238	6,987	6,644	6,561	6,512	6,511	-
Taxi/Livery	747	735	756	764	772	769	-0.4
PSV-Bus	139	135	132	135	134	143	2
Trailers ¹	32,273	30,022	33,073	33,453	37,226	38,183	2.6
PSV-Trailers	44	57	57	54	58	56	2
Subtotal	70,146	68,432	72,495	73,788	78,533	80,764	2.8
Total Registrations	794,035	802,797	818,226	828,747	844,707	865,560	2.5
Snowmobiles²							
Total	18,483	18,647	19,321	19,852	20,832	23,401	12.3
Off-Road Vehicle Dealer Plates							
Total	378	415	417	398	446	429	-3.8

¹Commercial trailers include semi-trailers.

²Numbers too low to permit valid comparison.

³Snowmobile registration count has been changed to reflect the average number of active policies at a point in time (December to April inclusive). Prior totals included the number of transfers and short term policy registrations which inflated the total.

Total vehicle registrations (excluding snowmobiles) increased by 9.0 percent between 2002 and 2007, from 794,035 to 865,560. Non-commercial vehicle registrations rose by 8.4 percent, from 723,889 to 784,796 and commercial vehicle registrations increased by 15.1 percent, from 70,146 to 80,764.



Section 4

Traffic Collisions





INTRODUCTION TO SECTION 4

This section begins with a 10-year summary highlighting the four key elements of traffic collisions:

- the number of collisions;
- the number of victims killed or injured;
- the number of vehicles involved in collisions; and
- the number of drivers involved.

Definitions

Crashes are defined by three accident severity types: fatal, injury and property damage. A fatal traffic accident is a motor vehicle crash where an injured victim dies within 30 days. An injury accident is a motor vehicle crash which resulted in injury, but not death. A property damage accident is a motor vehicle crash which caused damage to vehicle and/or property and which did not result in death or injury. Fatal, injury and property damage accidents in excess of \$1,000 or more are to be reported to a law enforcement agency.

It is important to note that the number of fatal or injury collisions is not an indicator of the number of fatal or injured victims as each collision can result in multiple victims.

The term, "collision type", refers to the object struck by a motor vehicle (for example, a pedestrian, another motor vehicle, or a fixed object) or to what happened to the vehicle in a single-vehicle mishap (for example, overturned, ran off road). The term, "collision severity", refers to fatal, injury, and property damage crashes.

Urban and rural locations are identified to indicate regional variations in collision severity and collision type. Urban collisions are those which occurred in Winnipeg, Brandon, Portage la Prairie, Flin Flon, Dauphin, Thompson, The Pas, Selkirk and other urban areas. Rural collisions are those which occurred on primary roadways including the Trans Canada Highway.

"Accident configuration" briefly describes the action taken by a vehicle immediately prior to the collision.

The terms 'crash' and 'collision' are used interchangeably in this report.

Traffic Collisions
Ten Year Summary
1998– 2007

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Total Collisions	27124	28667	30973	30999	31983	34933	35382	33268	31796	29548
Fatal	109	99	92	82	99	98	90	88	104	96
Injury	6879	6959	6931	6656	6953	7312	6939	6512	6518	6429
Property Damage	20136	21609	23950	24261	24931	27523	28353	26668	25174	23023
Total Victims	9652	9810	9596	9096	9642	9886	9418	8792	8849	8650
Killed	121	113	111	94	109	104	99	113	119	109
Injured	9531	9697	9485	9002	9533	9782	9319	8679	8730	8541
Total Vehicles Involved	46005	48457	52810	51123	52829	57589	57952	54528	51728	48587
Fatal	170	157	140	138	156	150	131	135	151	141
Injury	12371	12543	12362	11770	12384	12827	12260	11544	11343	11124
Property Damage	33464	35757	40308	39215	40289	44612	45561	42849	40234	37322
Total Drivers Involved	42578	44862	48859	46324	48082	52693	52701	49059	46480	44901
Fatal	164	151	136	127	149	146	127	126	145	135
Injury	11908	12096	11943	11377	11957	12321	11815	11095	10856	10721
Property Damage	30506	32615	36780	34820	35976	40226	40759	37838	35479	34045

Overview

The 29,548 total crashes in 2007 were lower than the number of collisions in any year recorded since 2000. During this period fatal collisions increased and decreased, while injury collisions remained relatively constant ranging in the mid 6,000's except for 2003 where they peaked at 7,312. Property damage collisions in 2007 are the lowest since 2000.

Current Status

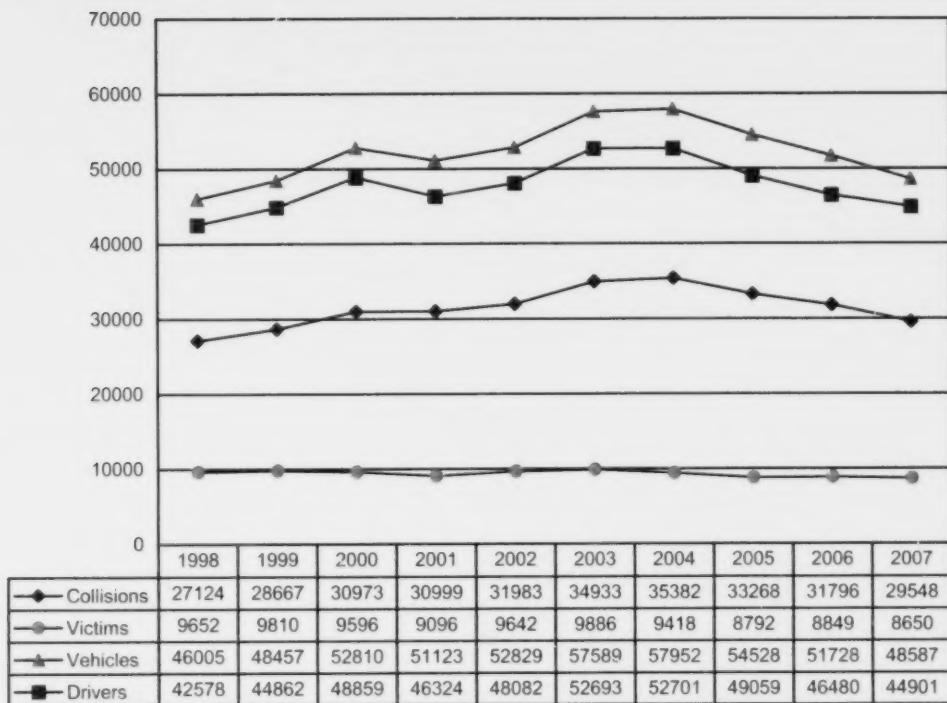
Total accidents decreased by 7.1 percent, from 31,796 in 2006 to 29,548 in 2007. There were 96 fatal accidents in 2007 down from 104 in 2006, a 7.7 percent decrease. Injury collisions (6,518 to 6,429) decreased by 1.4 percent. Property damage collisions decreased by 8.5 percent, 25,174 to 23,023.

The overall number of collision victims decreased by 2.2 percent, from 8,849 in 2006 to 8,650 in 2007. The number of victims killed decreased by 8.4 percent, from 119 to 109. Victims injured decreased by 2.2 percent, from 8,730 in 2006 to 8,541 in 2007.

There were a total of 48,587 vehicles involved in traffic collisions in 2007, 6.1 percent less than the 51,728 recorded in 2006. The number of vehicles involved in fatal traffic collisions declined by 6.6 percent (151 to 141). Vehicles involved in injury collisions decreased by 1.9 percent, from 11,343 in 2006 to 11,124 in 2007. The number of vehicles involved in property damage collisions decreased by 7.2 percent from 40,234 to 37,322.

The number of drivers involved in traffic collisions declined by 3.4 percent, from 46,480 in 2006 to 44,901 in 2007. The number of drivers involved in fatal collisions decreased from 145 in 2006 to 135 in 2007. Drivers involved in injury collisions declined by 1.2 percent, from 10,856 to 10,721. Drivers involved in property damage collisions decreased by 4.0 percent, from 35,479 to 34,045.

Ten Year Summary 1998-2007

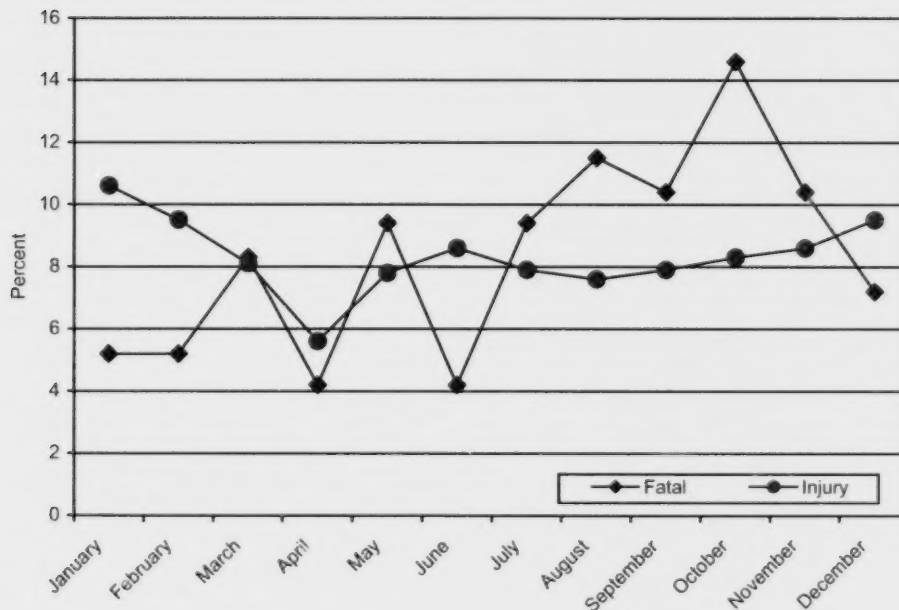


Traffic Collisions by Month of Occurrence and Collision Severity 2007

Month	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
January	5	681	3021	3707	12.5
February	5	610	2697	3312	11.2
March	8	517	2092	2617	8.9
April	4	361	1402	1767	6.0
May	9	499	1558	2066	7.0
June	4	550	1694	2248	7.6
July	9	507	1446	1962	6.6
August	11	485	1336	1832	6.2
September	10	508	1411	1929	6.5
October	14	542	1721	2277	7.7
November	10	559	2194	2763	9.4
December	7	610	2451	3068	10.4
Total	96	6429	23023	29548	100.0

January, February and December accounted for 34.1 percent of the total collisions occurring in 2007. October had the highest number of fatal crashes (14), followed by August (11); January recorded the highest number of injury (681) and property damage (3,021) collisions.

Comparison of Fatal and Injury Collisions by Month of Occurrence 2007



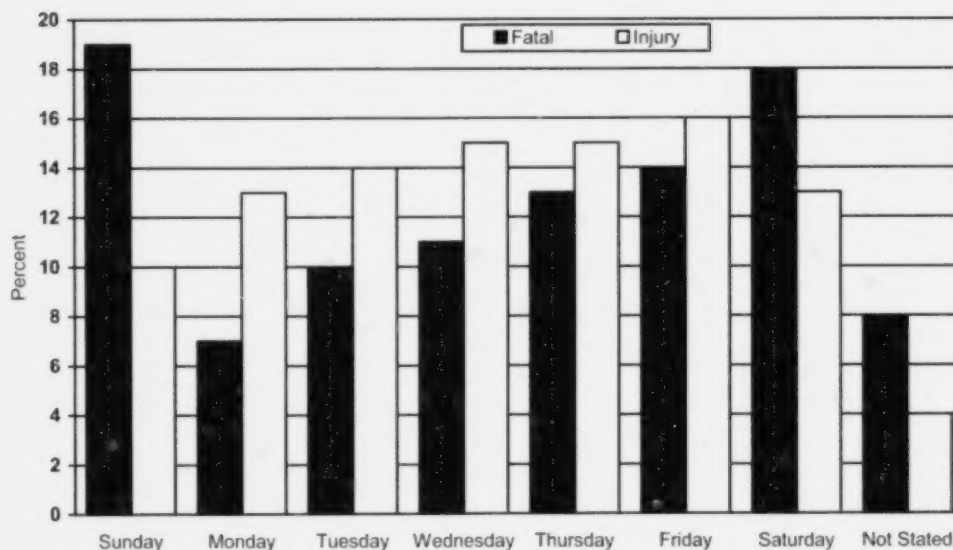
Traffic Collisions by Day of Occurrence and Collision Severity 2007

Day	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Sunday	18	635	2326	2979	10.1
Monday	7	815	2835	3657	12.4
Tuesday	10	902	3051	3963	13.4
Wednesday	11	933	3137	4081	13.8
Thursday	12	968	3175	4155	14.1
Friday	13	1047	3830	4890	16.5
Saturday	17	852	3085	3954	13.4
Not Stated	8	277	1584	1869	6.3
Total	96	6429	23023	29548	100.0

Overall, more accidents occurred on Friday (16.5%) than on any other day of the week. *Fatal* crashes occurred most often on *weekends*¹. *Injury* collisions did not experience a similar pattern. More *injury* collisions occurred on Friday than any other day of the week, while Sunday and Monday accounted for the least injury collisions.

Collisions that resulted in deaths occurred more frequently on Sundays (18.8%) and Saturdays (17.7%). The lowest number of fatal collisions took place on Mondays (7.3%). Injury collisions happened most often on Fridays (16.3%) and Thursdays (15.1%), while these crashes occurred least often on Sundays (9.9%).

Comparison of Fatal and Injury Collisions by Day of Occurrence 2007



¹ The weekend is defined as all day Friday to Sunday

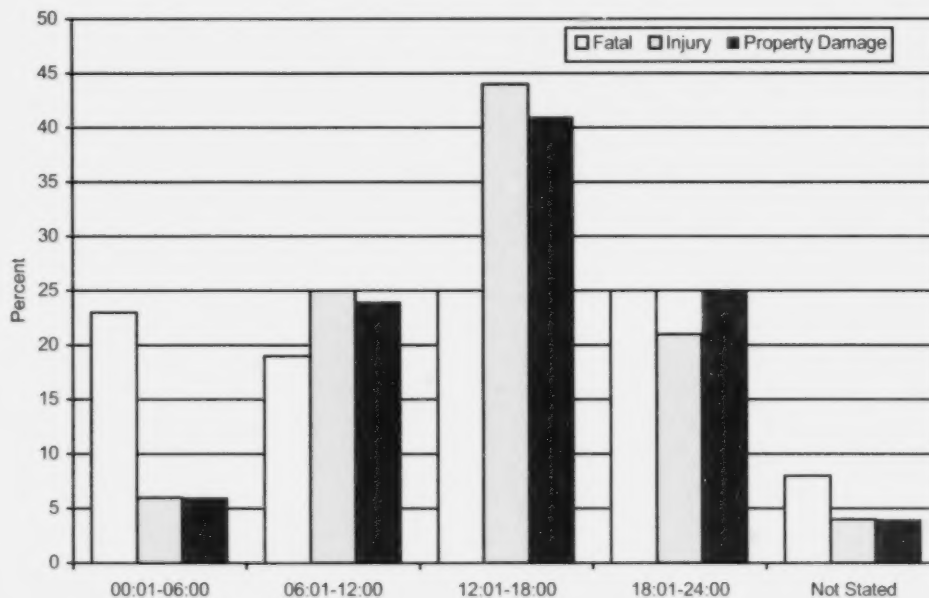
Traffic Collisions by Time of Occurrence and Collision Severity 2007

Time	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
00:01 - 06:00	22	361	1318	1701	5.7
06:01 - 12:00	18	1598	5471	7087	24.0
12:01 - 18:00	24	2821	9522	12367	41.9
18:01 - 24:00	24	1356	5701	7081	24.0
Not Stated	8	293	1011	1312	4.4
Total	96	6429	23023	29548	100.0

The largest proportion of total traffic collisions during 2007 occurred between 12:01 - 18:00 hours, 41.9 percent. Fatal collisions are evenly distributed, occurring only slightly more often in the afternoon and evening hours.

More injury collisions took place between noon and 6 p.m., 43.9 percent.

Comparison of Collisions by Time of Occurrence 2007



Collision Type by Urban/Rural Location 2007

Collision Type	Location												%
	Urban				Rural				Provincial Total				
	Fatal	Injury	Property Damage	Total	Fatal	Injury	Property Damage	Total	Fatal	Injury	Property Damage	Total	
Pedestrian	8	408	9	425	7	7	1	15	15	415	10	440	1.5
Motor Vehicle	9	3943	15731	19683	26	362	753	1141	35	4305	16484	20824	70.5
Train	0	2	10	12	3	4	5	12	3	6	15	24	0.1
Motorcycle	0	79	40	119	2	43	4	49	2	122	44	168	0.6
Animal Drawn	0	0	1	1	0	0	0	0	0	0	1	1	--
Bicycle	3	283	22	308	1	3	0	4	4	286	22	312	1.0
Animal	0	20	232	252	1	161	2848	3010	1	181	3080	3262	11.0
Fixed Object	6	203	1261	1470	2	62	194	258	8	265	1455	1728	5.9
Other Object	1	26	260	287	1	25	136	162	2	51	396	449	1.5
Overtuned	1	17	23	41	15	167	199	381	16	184	222	422	1.4
Ran Off Roadway	2	77	224	303	8	525	986	1519	10	602	1210	1822	6.2
Other Non Collision	0	4	24	28	0	8	60	68	0	12	84	96	0.3
Total	30	5062	17837	22929	66	1367	5186	6619	96	6429	23023	29548	100.0

In urban areas, the primary collision type was "motor vehicle to motor vehicle" which accounted for 85.8 percent of total reportable crashes, while in rural areas, the primary collision type were "motor vehicle to animal" at 54.9 percent.

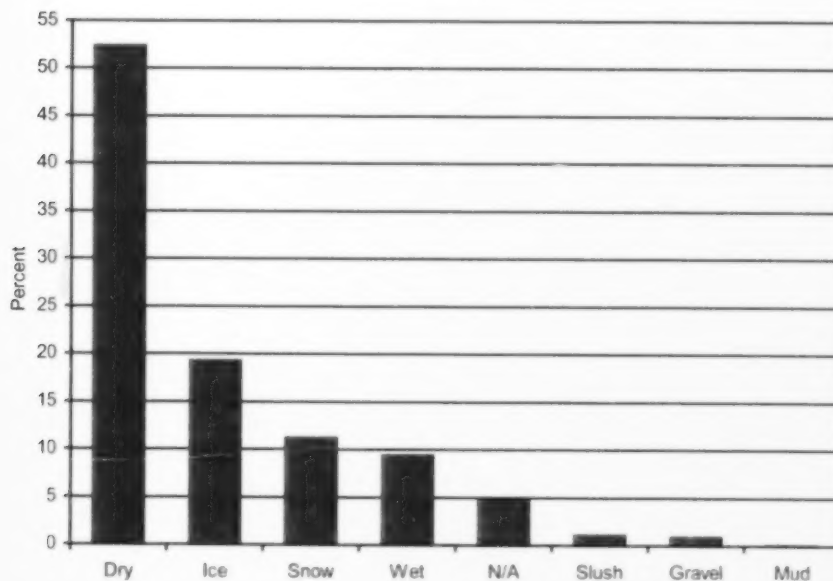
Fatal collisions were 2.2 times as likely to occur on rural roadways as in *urban areas* (66 versus 30). In urban areas, "pedestrian" and "motor vehicle" were the primary fatal collision types, whereas in rural areas, "motor vehicle" and "overtaken" were the most frequently identified fatal collision types.

Traffic Collisions by Road Surface Condition and Collision Severity 2007

Road Surface Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Dry	58	3572	11880	15510	52.5
Wet	14	681	2110	2805	9.5
Mud	0	11	45	56	0.2
Snow	6	591	2730	3327	11.3
Ice	10	1147	4577	5734	19.4
Slush	0	96	273	369	1.2
Loose Sand/Gravel/Dirt	3	100	177	280	1.0
Fresh Oil	0	2	2	4	-.
Other	0	1	0	1	-.
Not Applicable	5	226	1216	1447	4.9
Unknown	0	2	13	15	-.
Total	96	6429	23023	29548	100.0

Nearly two thirds of traffic collisions resulting in fatalities (60.4%) and more than a half resulting in personal injuries (55.6%) happened on "dry" roads. Ice, wet, slush, and snow-covered road surfaces and loose sand/gravel/dirt accounted for 34.4 percent of fatal collisions, 40.9 percent of injury collisions, and 43.1 percent of property damage collisions.

Distribution of Total Collisions by Road Surface Condition 2007

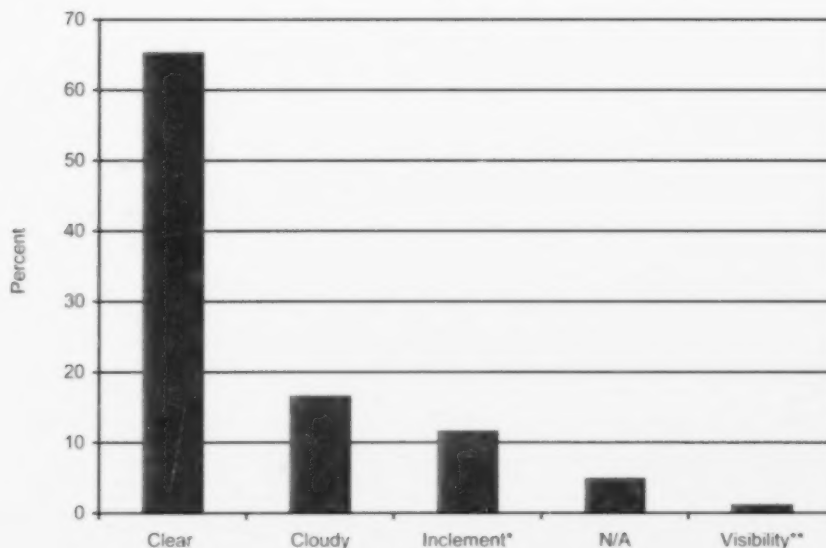


Traffic Collisions by Weather Condition and Collision Severity 2007

Weather Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Clear	55	4229	15042	19326	65.4
Cloudy	22	1119	3789	4930	16.7
Raining	7	347	1007	1361	4.6
Snowing	2	311	1294	1607	5.4
Fog or Mist	3	61	245	309	1.1
Smoke or Dust	0	7	13	20	0.1
Freezing Rain/Sleet/Hail	0	20	84	104	0.3
Drifting Snow	1	55	166	222	0.8
Strong Winds	1	40	127	168	0.6
Not Applicable	5	237	1219	1461	4.9
Unknown	0	3	37	40	0.1
Total	96	6429	23023	29548	100.0

Approximately four out of five traffic crashes which resulted in casualties occurred in clear (clear/cloudy) weather conditions (80.2% for fatal; 83.2% for injury collisions). "Raining", "snowing/drifting snow" and "freezing rain/sleet/hail" accounted for 10.4 percent of fatal collisions, 11.4 percent of injury collisions, and 11.1 percent of property damage collisions.

Distribution of Total Collisions by Weather Condition 2007



*Inclement weather includes raining, snowing, freezing rain/sleet/hail, drifting snow and strong winds.















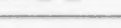

**Visibility weather conditions include fog/mist and smoke/dust.

Traffic Collisions by Provincial Location and Collision Severity
2007

Location	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Winnipeg	23	4294	12622	16939	57.3
Brandon	1	234	1222	1457	4.9
Portage la Prairie	0	48	346	394	1.3
Flin Flon	0	18	148	166	0.6
Dauphin	0	34	161	195	0.7
Thompson	0	24	297	321	1.1
The Pas	0	7	168	175	0.6
Selkirk	0	32	260	292	1.0
Other – Urban	6	371	2613	2990	10.1
Other – Rural	66	1367	5186	6619	22.4
Total	96	6429	23023	29548	100

Of the total traffic collisions, 57.3 percent occurred within the City of Winnipeg, while 22.4 percent of the total collisions occurred in rural areas. However, rural roadway collisions accounted for more than two thirds (68.8% or 66) of total fatal collisions.

Accident Configuration and Collision Severity 2007

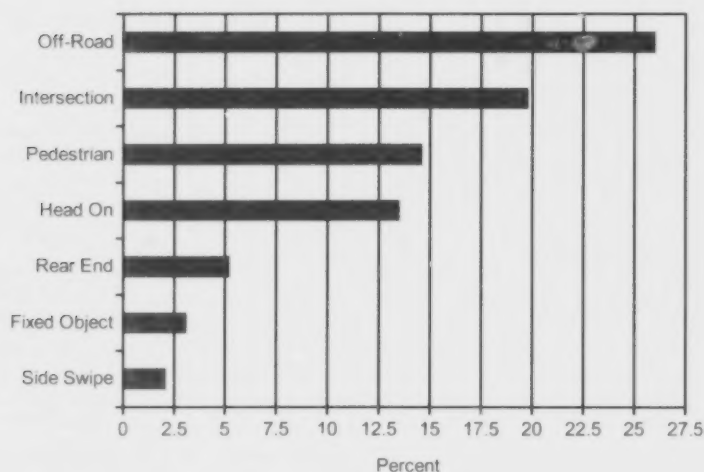
Configuration	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Rear End 	5	1918	4630	6553	22.2
Head On 	13	91	212	316	1.1
Side Swipe 	1	50	326	377	1.3
Side Swipe 	1	136	1393	1530	5.2
Overtaking 	0	68	356	424	1.4
Right Turn 	0	20	118	138	0.5
Right Turn 	0	12	77	89	0.3
Left Turn 	0	68	152	220	0.7
Left Turn 	0	31	155	186	0.6
Left Turn 	0	345	875	1220	4.1
Intersection 90° 	19	1078	2743	3840	13.0
Off-Road Right 	16	337	710	1063	3.6
Off-Road Left 	9	293	449	751	2.5
Fixed Object 	3	163	1028	1194	4.0
Parking 	0	17	1389	1406	4.8
Pedestrian 	14	372	7	393	1.3
Other ¹	15	1430	8403	9848	33.4
Total	96	6429	23023	29548	100.0

¹ Primarily accidents involving more than one collision configuration

In 2007, excluding 'other' category, the top five accident configurations were:

- Rear-end configurations - 22.2 percent,
- Intersection/turn configurations
 - 90° intersections alone accounted for 13.0 percent,
 - 90° intersections plus right and left turns accounted for 19.2 percent,
- Side-swipe (same direction/opposite direction) configurations accounted for 6.5 percent, and
- Off-road configurations (left and right) accounted for 6.5 percent of total traffic collisions.

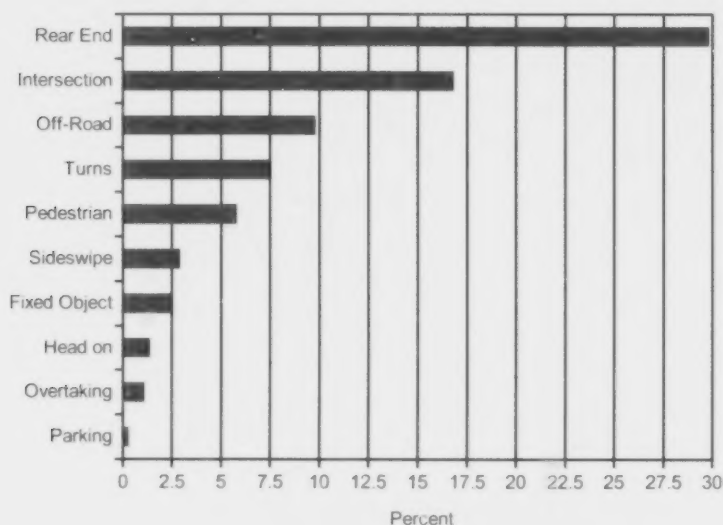
Distribution of Fatal Collisions¹ by Accident Configuration
2007



¹Excludes "other" category, defined as crashes with two or more vehicles involved or more than one accident configuration

Leading configurations which resulted in death were "off-road" (26.0%), "intersection 90°" (19.8%), and "pedestrian" (14.6%). "Off-road" refers to crashes where either a single vehicle entered the right ditch or crossed the road and entered the left ditch.

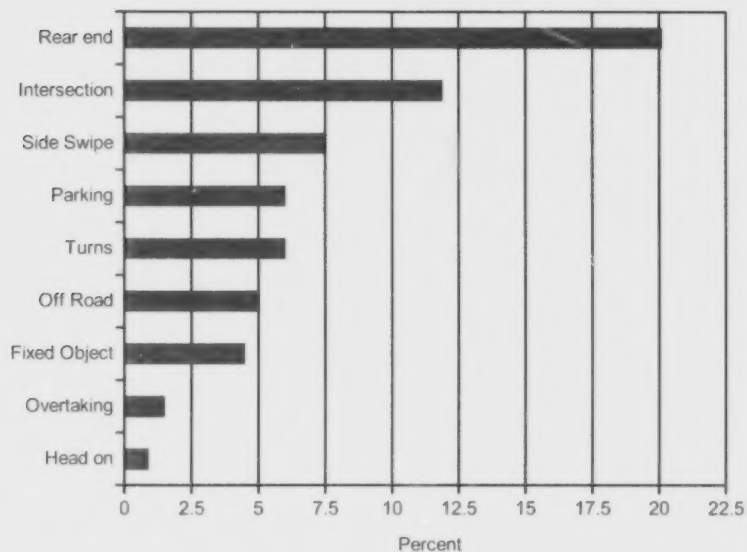
Distribution of Injury Collisions¹ by Accident Configuration
2007



¹Excludes "other" category, defined as crashes with two or more vehicles involved or more than one accident configuration

Injury collisions displayed different configuration patterns than fatal crashes (off-road ranks third in injury versus first in fatal). "Rear-end" collisions accounted for the largest percentage of injury crashes (29.8%), followed by "intersection 90°" (16.8%).

Distribution of Property Damage Collisions¹ by Accident Configuration
2007



¹Excludes "other" category, primarily defined as crashes with more than one accident configuration

The leading property damage configurations are "rear-end" (20.1%) and "intersection 90°" (11.9%).

Section 5

Collision Victims



INTRODUCTION TO SECTION 5

This section deals with victims killed and injured as a result of vehicle crashes. "Killed" refers to those individuals who die within 30 days of the crash.

There are four types of non-fatal casualty types:

- minimal - required no hospital treatment;
- minor - treated and released;
- major - victim was admitted to hospital; and
- non-specified injury.

The elements examined in this section include:

- month, day, time of crash;
- age group and gender;
- road user class;
- collision type and configuration; and
- safety equipment usage.

"Accident configuration" indicates the number of individuals killed and injured in particular vehicle manoeuvres (such as turning left, approaching too close - rear end, side swipe) or vehicle approaches (such as intersection). The section also indicates the degree to which vehicle defects contributed to death or injury.

The final table of this section refers to safety equipment usage for all vehicle occupants involved in fatal collisions. At this time, no information is kept of the degree to which safety equipment prevented a vehicle user from becoming a victim since only victims are recorded.

The terms victims and casualties are used interchangeably in this report.

Collision Victims
Ten Year Summary
1998 – 2007

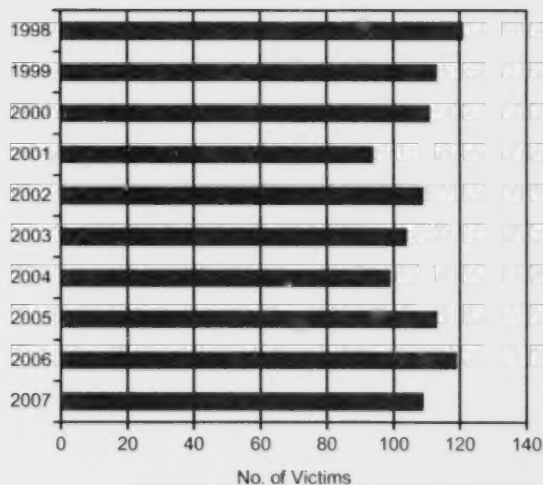
Year	Casualty Type		Total
	Killed	Injured	
1998	121	9531	9652
1999	113	9697	9810
2000	111	9485	9596
2001	94	9002	9096
2002	109	9533	9642
2003	104	9782	9886
2004	99	9319	9418
2005	113	8679	8792
2006	119	8730	8849
2007	109	8541	8650

The year 2007 marked a decrease in casualties. The 2007 fatalities were lower than both the 2005 and 2006 counts. Likewise injuries continued a gradual decrease started in 2003.

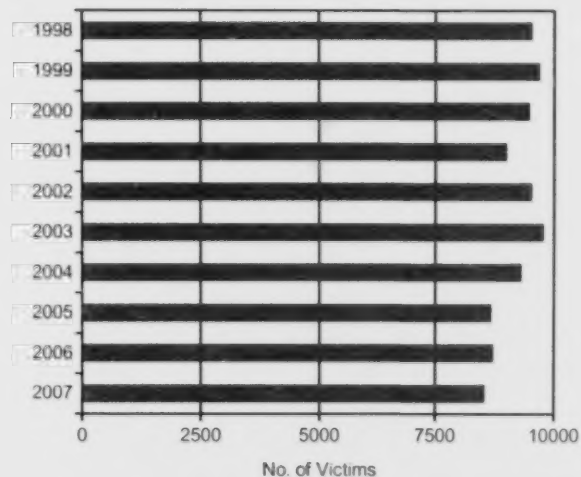
The total number of people killed and injured in traffic collisions declined by 2.2 percent between 2006 and 2007 (8,849 to 8,650). Fatalities also decreased from 119 to 109, (8.4%). The number of Injured victims decreased by 2.2 percent between 2006 and 2007 (8,730 to 8,541). In 2007, the number of injuries were the lowest recorded in the last 10 years.

Comparison of Collision Victims
Ten Year Summary
1998 – 2007

Killed



Injured



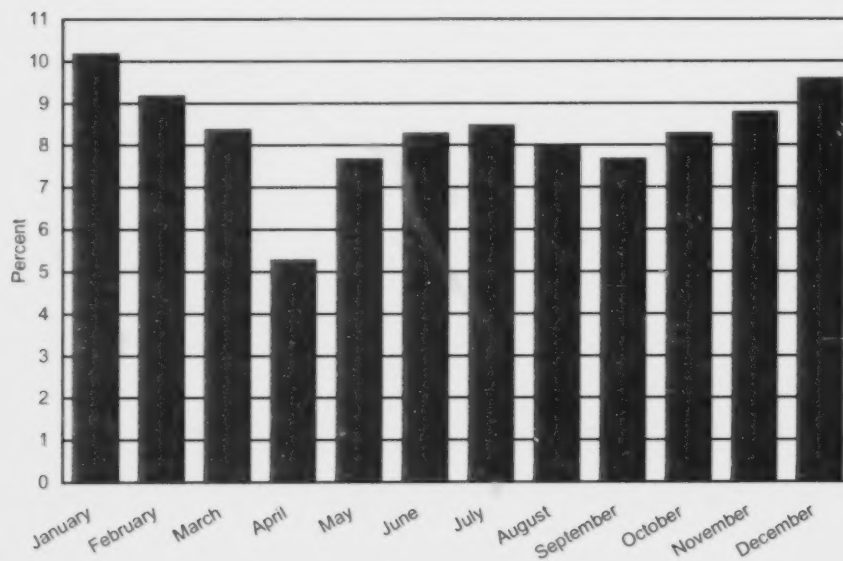
Collision Victims by Month of Occurrence and Casualty Type 2007

Month	Casualty Type		Total	%
	Killed	Injured		
January	6	873	879	10.2
February	5	789	794	9.2
March	9	719	728	8.4
April	4	454	458	5.3
May	9	660	669	7.7
June	5	716	721	8.3
July	9	728	737	8.5
August	13	675	688	8.0
September	12	654	666	7.7
October	16	701	717	8.3
November	11	749	760	8.8
December	10	823	833	9.6
Total	109	8541	8650	100.0

Traffic collision deaths occurred most often in October (16 or 14.7%) and August (13 or 11.9%) while April recorded the least fatalities at 4, or 3.7 percent.

The largest number of non-fatal injuries occurred in January (873 or 10.2%), followed by December (823 or 9.6%).

Distribution of Total Collision Victims by Month of Occurrence 2007



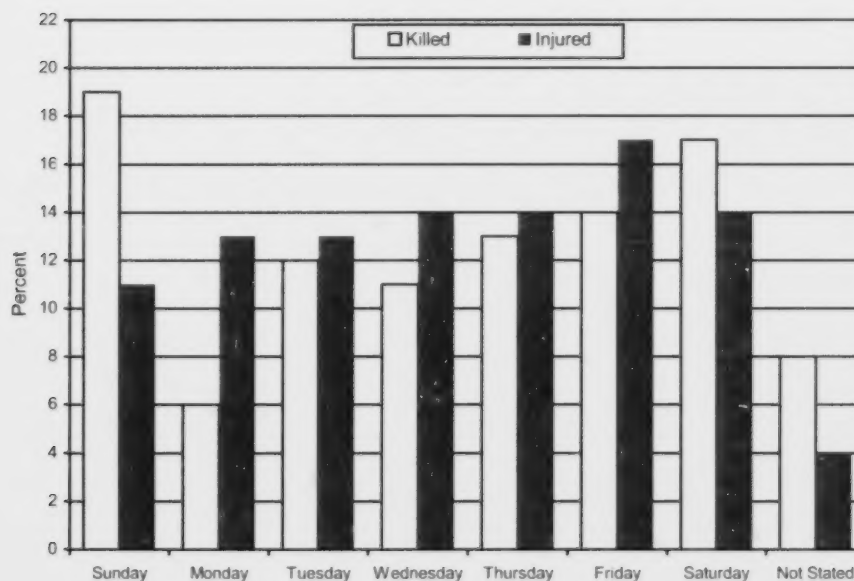
Collision Victims by Day of Occurrence and Casualty Type 2007

Day	Casualty Type		Total	%
	Killed	Injured		
Sunday	21	920	941	10.9
Monday	7	1103	1110	12.8
Tuesday	13	1152	1165	13.5
Wednesday	12	1184	1196	13.8
Thursday	14	1229	1243	14.4
Friday	15	1411	1426	16.5
Saturday	18	1192	1210	14.0
Not Stated	9	350	359	4.1
Total	109	8541	8650	100.0

Sundays had the largest number of traffic collision fatalities (21 or 19.3%), while Mondays had the fewest (7 or 6.4%).

Injuries happened most often on Fridays (16.5%) and Thursdays (14.4%), and least often on Sundays (10.8%).

Comparison of Collision Victims by Day of Occurrence 2007

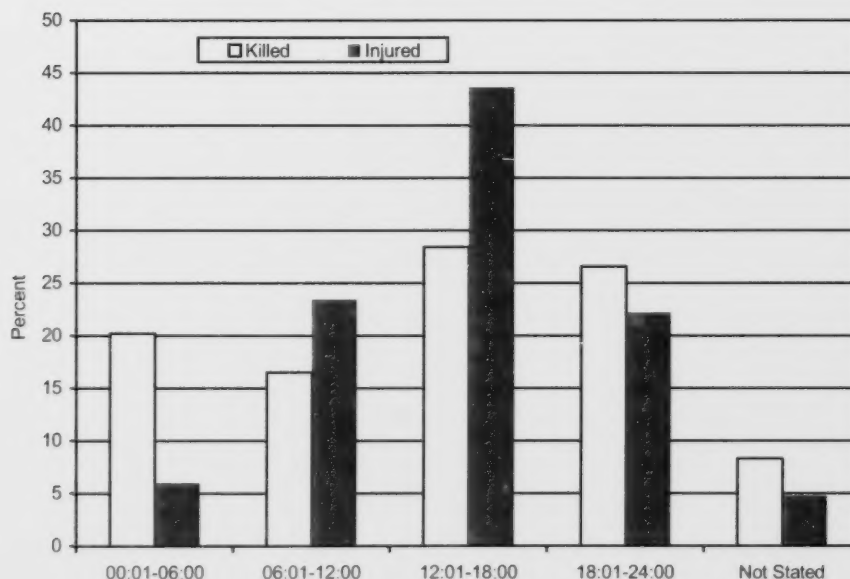


Collision Victims by Time of Occurrence and Casualty Type 2007

Time	Casualty Type		Total	%
	Killed	Injured		
00:01 - 06:00	22	508	530	6.1
06:01 - 12:00	18	2002	2020	23.4
12:01 - 18:00	31	3726	3757	43.4
18:01 - 24:00	29	1895	1924	22.3
Not Stated	9	410	419	4.8
Total	109	8541	8650	100.0

Overall, most casualties (43.4%) happened between 12:01 – 18:00 hours. Most fatalities occurred between noon and 6 p.m. (31 or 28.4%) followed by the 6:00 p.m. to midnight timeframe, (29 or 26.6%). Most injuries occurred between noon and 6 p.m. (45.8%), followed by early morning to noon, (23.4%).

Comparison of Collision Victims by Time of Occurrence 2007



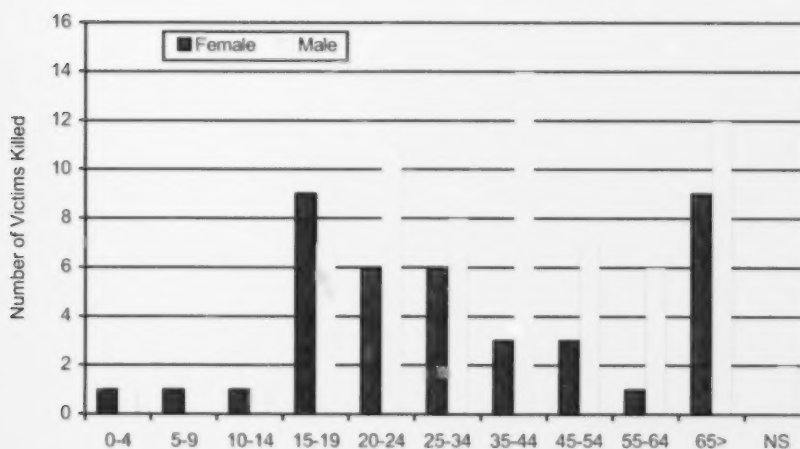
Collision Victims by Age Group, Casualty Type, and Gender 2007

Age Group	Casualty Type								Grand Total	Victims/ 1,000 Population
	Killed				Injured					
	Male	Female	N.S. ²	Total	Male	Female	N.S. ²	Total		
0-4	1	1	0	2	52	56	0	108	110	1.5
5-9	0	1	0	1	74	57	0	131	132	1.8
10-14	1	1	0	2	114	113	0	227	229	2.7
15-19	7	9	0	16	398	474	0	872	888	10.3
20-24	11	6	0	17	351	494	0	845	862	10.6
25-34	8	6	0	14	492	645	0	1137	1151	7.6
35-44	14	3	0	17	532	705	0	1237	1254	7.5
45-54	7	3	0	10	467	646	0	1113	1123	6.3
55-64	6	1	0	7	282	352	0	634	641	4.9
65+	12	9	0	21	231	287	0	518	539	3.3
N.S. ²	2	0	0	2	845	873	1	1719	1721	
Total	69	40	0	109	3838	4702	1	8541	8650	7.3

¹Based on Manitoba Health Population Report, June 1, 2007.

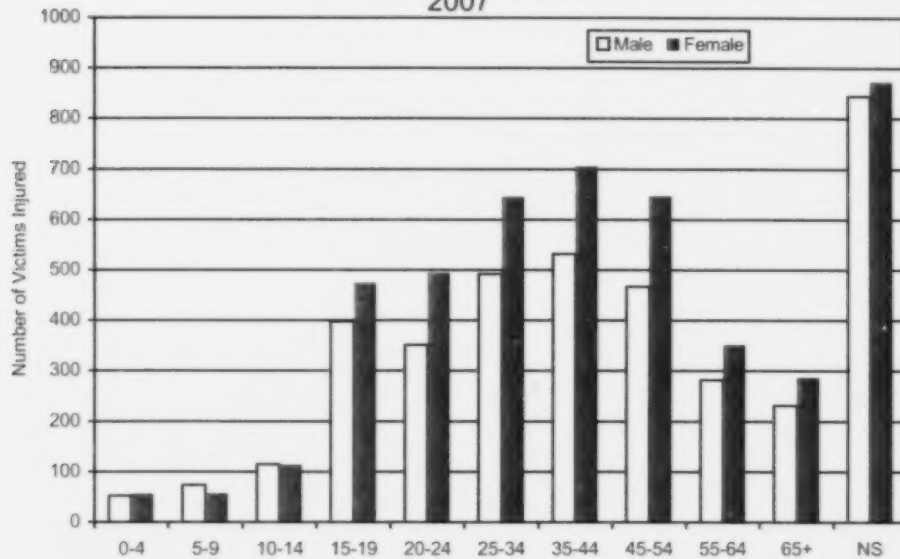
²Not stated.

Comparison of Collision Victims Killed by Age Group and Gender 2007



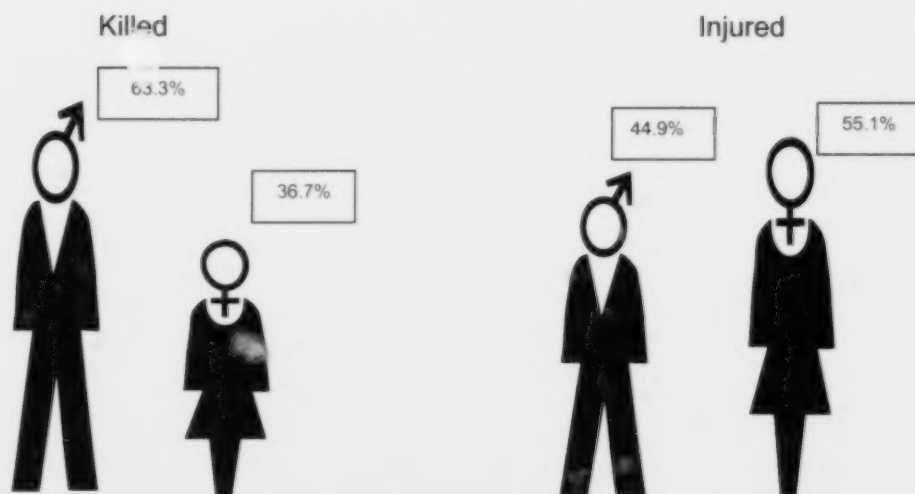
Male victims accounted for 63.3 percent (69) of all fatally injured victims, while females constituted 36.7 percent (40). Among male victims, those 35-44 had the largest number of fatalities (14 or 20.3%), followed by the 20-24 age group, (11 or 15.9%). Among females, the 15-19 and 65+ age groups each had the most fatalities, (9 or 22.5%). Slightly more females than males under the age of 20 died (12 versus 9) from traffic collisions. More males than females over 55 died (20 versus 10) from traffic collisions.

Comparison of Collision Victims Injured
by Age Group and Gender
2007



In most age groups, the number of injured females is greater than the number of male victims, (exceptions are the age groups 5-9 and 10-14 years). Of all injured victims, 55.1 percent were female and 44.9 percent were male.

Comparison of Total Collision Victims
by Casualty Type and Gender
2007



Males were more likely to be fatally injured in collisions than females.

**Total Collision Victims Killed
by Road User Class and Age Group
2007**

Road User Class	Age Group										Total	%
	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65+	NS ¹		
Driver	0	0	10	12	9	10	6	5	12	1	65	59.6
Passenger	1	1	6	2	2	4	3	1	2	0	22	20.2
Pedestrian	1	2	0	2	3	2	1	0	5	0	16	14.7
Bicyclist	0	0	0	1	0	0	0	1	1	1	4	3.7
Motorcyclist ²	0	0	0	0	0	1	0	0	1	0	2	1.8
Total	2	3	16	17	14	17	10	7	21	2	109	100.0

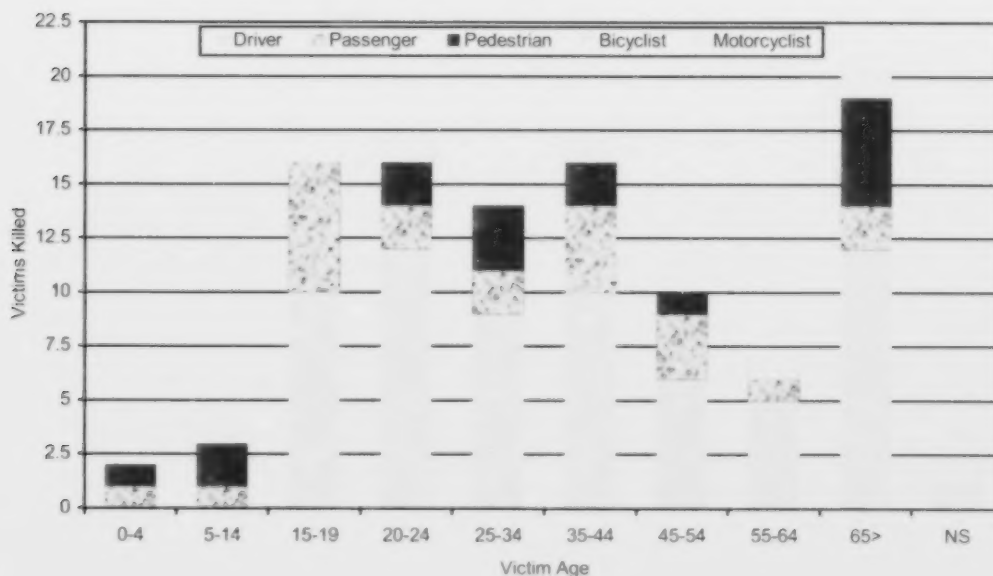
¹Not stated, age group unknown.

²Includes drivers and passengers.

Motor vehicle drivers, excluding motorcyclists, accounted for 59.6 percent of road users killed in traffic collisions, while passengers accounted for 20.2 percent. The remaining road users were distributed as follows: pedestrians 14.7 percent, motorcyclists (who include both drivers and passengers) 1.8 percent, and bicyclists 3.7 percent.

The 65 and older age group accounted for 19.3 percent of fatally injured road users, followed by the 20-24 and 35-44 age groups each at 17 or 15.6 percent. Among persons aged 65 years or older who were killed in traffic collisions, 57.1 percent were drivers, 9.5 percent were passengers, 23.8 percent were pedestrians and 4.8 percent were each bicyclists and motorcyclists.

**Comparison of Collision Victims Killed
by Road User Class and Age Group
2007**



**Total Collision Victims Injured
by Road User Class and Age Group
2007**

Road User Class	Age Group										Total	%
	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65+	NS ¹		
Driver	3	8	459	571	840	944	848	477	324	1066	5540	64.9
Passenger	97	271	342	202	235	217	193	119	158	311	2145	25.1
Pedestrian	7	47	30	29	26	39	27	17	30	177	429	5.0
Bicyclist ²	1	32	32	21	16	17	25	8	4	129	285	3.4
Motorcyclist ³	0	0	8	22	19	18	20	13	2	33	135	1.6
Riding/Hanging	0	0	0	0	1	1	0	0	0	1	3	--
Moped	0	0	1	0	0	0	0	0	0	1	2	--
Not Stated	0	0	0	0	0	1	0	0	0	1	2	--
Total	108	358	872	845	1137	1237	1113	634	518	1719	8541	100.0

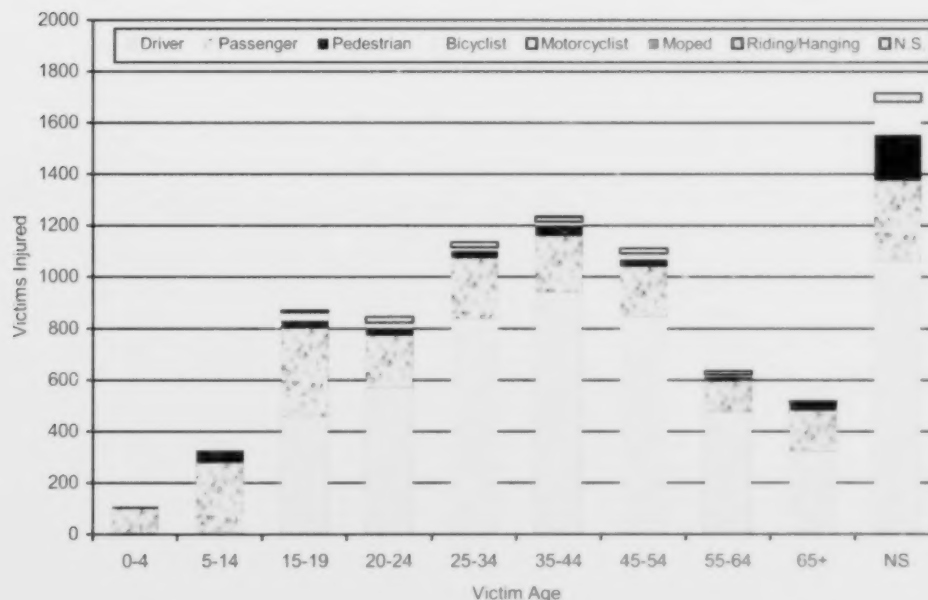
¹Not stated, age group unknown.

²One bicycle passenger included in age group 5-14

³Includes drivers and passengers.

Motor vehicle drivers and passengers accounted for 90.1 percent of road users injured. The remaining injured road users were distributed as follows: pedestrians 5.0 percent, bicyclists 3.4 percent, and motorcyclists 1.6 percent. Most injuries occurred among the 35-44 age group who accounted for 14.5 percent of road users injured, followed by the 25-34 age group, at 13.3 percent.

**Comparison of Collision Victims Injured
by Road User Class and Age Group
2007**



Total Collision Victims
By Collision and Casualty Type
2007

Collision Type	Casualty Type		Total	%
	Killed	Injured		
Pedestrian	16	440	456	5.3
Motor Vehicle	45	5918	5963	69.0
Train	3	7	10	0.1
Motorcycle	2	133	135	1.6
Bicycle	4	290	294	3.4
Animal	1	253	254	2.9
Fixed Object	8	317	325	3.7
Other Object	2	67	69	0.8
Overtaken	18	310	328	3.8
Ran Off Roadway	10	792	802	9.3
Other Non-Collision	0	14	14	0.1
Total	109	8541	8650	100.0

Overall, almost seven out of 10 victims (69.0%) were killed or injured in "motor vehicle to motor vehicle" collisions.

Most fatally injured victims occurred from the following collision types:

- "motor vehicle to motor vehicle" (41.3%),
- "overtaken" (16.5%), and
- "pedestrian" (14.7%).

Most injuries occurred from the following collision types:












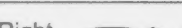


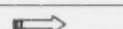
- "motor vehicle to motor vehicle" (69.3%),
- "ran-off roadway" (9.3%) and
- "pedestrian" (5.2%).

Distribution of Collision Types by Casualty Type
2007



*Other includes train, motorcycle, bicycle, animal, fixed object, other object and other non-collision.

Total Collision Victims
By Accident Configuration and Casualty Type
2007

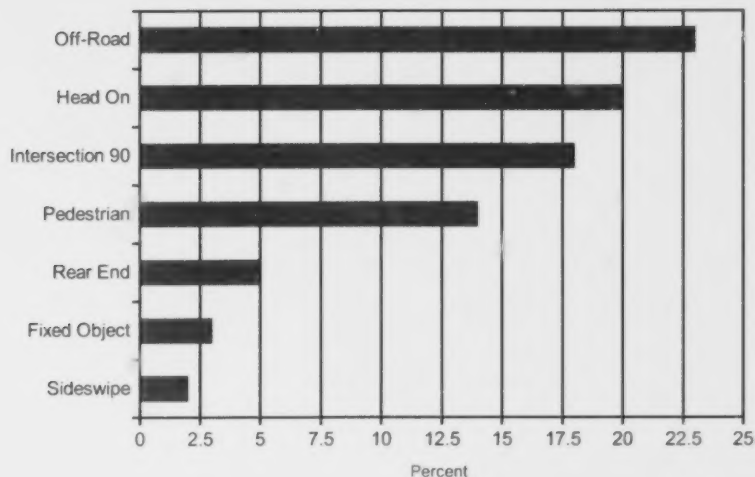
Configuration	Casualty Type		Total	%
	Killed	Injured		
Rear End 	5	2517	2522	29.2
Head On 	22	161	183	2.1
Side Swipe 	1	86	87	1.0
Side Swipe 	1	182	183	2.1
Overtaking 	0	96	96	1.1
Right Turn 	0	21	21	0.2
Right Turn 	0	14	14	0.2
Left Turn 	0	84	84	1.0
Left Turn 	0	43	43	0.5
Left Turn 	0	474	474	5.5
Intersection 90° 	20	1523	1543	17.8
Off-Road Right 	16	453	469	5.4
Off-Road Left 	9	388	397	4.6
Fixed Object 	3	197	200	2.3
Parking 	0	21	21	0.2
Pedestrian	15	397	412	4.8
Other ¹	17	1884	1901	22.0
Total	109	8541	8650	100.0

¹Accidents with more than two vehicles involved or more than one configuration noted.

In 2007, excluding the 'other' category, the following top five accident configurations contributed to fatal and non-fatal injuries:

- Rear-end configurations accounted for 29.2 percent,
- Intersection/turn configurations:
 - 90° intersections alone accounted for 17.8 percent,
 - 90° intersections plus right and left turns accounted for 25.2 percent,
- Off-road configurations (left and right) accounted for 10.0 percent, and
- Side-swipe (same direction/opposite direction) configurations accounted for 3.1 percent of total victims.

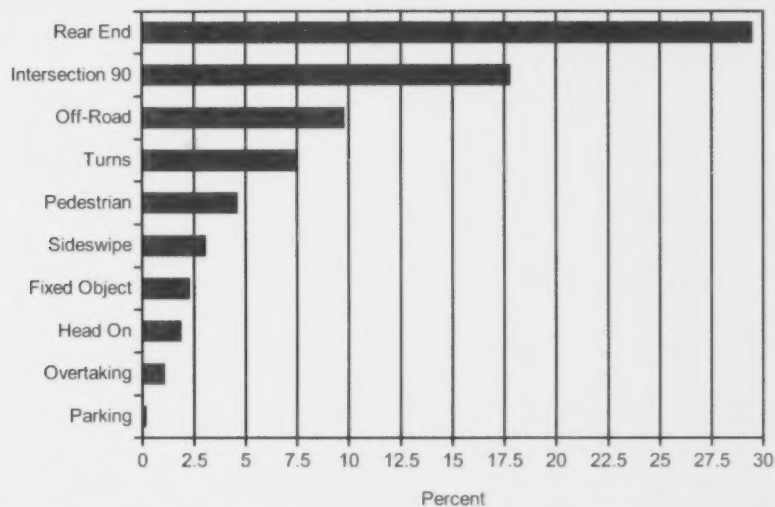
Distribution of Collision Victims Killed by Accident Configuration* 2007



*The category denoted as "Other" is not graphically presented as the configuration usually refers to accidents involving more than two vehicles or more than one configuration.

Most fatalities occurred in "off-road, left and right", "head-on" and "intersection 90th" accident configurations. "Off-road, right or left" configuration involves a single vehicle entering the right-hand ditch or a vehicle crossing the road and entering the left-hand ditch.

Distribution of Collision Victims Injured by Accident Configuration 2007



*The category denoted as "Other" is not graphically presented as the configuration usually refers to accidents involving more than two vehicles or more than one configuration.

Injuries occurred most often in "rear-end" (29.5%) and "intersection 90th" (17.8%) accident configurations and least often in "parking" configurations.

Collision Victims
By Vehicle Defect and Casualty Type
2007

Vehicle Defect	Casualty Type		Total	%
	Killed	Injured		
No Apparent Defect	35	4562	4597	53.2
Defective Brakes	0	9	9	0.1
Defective Steering	0	5	5	0.1
Defective Headlights	0	3	3	-.-
Defective Brake Lights	0	0	0	0.0
Defective Lighting (Unspecified)	0	1	1	-.-
Defective Engine Control/Drive Train	0	6	6	0.1
Defective Suspension/Wheels	0	5	5	0.1
Defective Tires	2	21	23	0.3
Defective Tow Hitch/Yoke	0	0	0	0.0
Defective Exhaust System	0	0	0	0.0
Hood/Tailgate/Door/Covering Opened	0	2	2	-.-
Defective Glazing (Obscured Windows)	0	1	1	-.-
Vehicle Modifications	0	0	0	0.0
Fire	0	0	0	0.0
Overloaded/Oversized	0	1	1	-.-
Load Shifted/Spilled	0	3	3	-.-
Jack-Knife/Trailer Swing	0	2	2	-.-
Hydroplaning of Tires	0	1	1	-.-
Not Stated	72	3919	3991	46.1
Total	109	8541	8650	100.0

Defective tires were a factor in two fatalities in 2007.

Sixty victims were injured in vehicles that had an apparent defect at the time of collision occurrence. The largest number of casualties involved vehicles with "defective tires" (21), followed by "defective brakes" (9), and "defective engine controls/drive train" (6).

Total Collision Victims
By Provincial Location and Casualty Type
2007

Location	Casualty Type		Total	%
	Killed	Injured		
Winnipeg	24	5447	5471	63.2
Brandon	1	298	299	3.5
Portage la Prairie	0	76	76	0.9
Flin Flon	0	21	21	0.2
Dauphin	0	42	42	0.5
Thompson	0	28	28	0.3
The Pas	0	8	8	0.1
Selkirk	0	39	39	0.5
Other Urban	6	504	510	5.9
Rural	78	2078	2156	24.9
Total	109	8541	8650	100.0

Traffic accidents within the City of Winnipeg accounted for 63.2 percent (5,471) of the total collision victims. Other urban communities accounted for 11.9 percent (1,023) of the total collision victims and rural areas 24.9 percent (2,156). Rural areas accounted for 71.6 percent (78) of all fatally injured collision victims. Much higher speeds on rural roadways (90 to 100 km/h) versus urban areas (50 to 60 km/h) may partly account for the 7 to 3 ratio between rural and urban fatalities.

Safety Equipment Usage and Ejections
Among Fatally Injured Occupants¹
2007

Safety Equipment	Victims	%	Ejected	Partially Ejected
Lap Belt Installed – In Use	4	4.9		
Lap Belt Installed – Not In Use	0	0.0		
Shoulder Belt Installed – In Use	2	2.4		
Shoulder Belt Installed – Not In Use	3	3.7	3	
Lap/Shoulder Belt Assembly – In Use	26	31.7		1
Combined Belt Assembly Installed – Not in Use	25	30.5	12	2
Lap Part Only in Use	0	0.0		
Air Bag Deployed/Safety Belt In Use	6	7.3		
Air Bag Deployed/Safety Belt Not In Use	1	1.2	1	
Safety Seat Properly Installed - In Use	0	0.0		
Safety Seat Installed – Not in Use	0	0.0		
Unknown	15	18.3		2
Total	82	100.0	16	5

¹Fatal vehicle occupant victim category excludes pedestrians, motorcyclists, bicyclists, and non-occupants.

Of all fatally injured vehicle occupants, 29 or 35.4 percent were known not to be wearing a safety device at time of collision occurrence. Of these 29 victims, 16 (51.7%) were ejected from the vehicle.



Section 6

Pedestrian Victims



INTRODUCTION TO SECTION 6

This section deals with pedestrians killed and injured in traffic collisions. Month, time and day of occurrences are examined. Attention is focused on the age of the pedestrian and the most frequently reported actions prior to being struck.

The terms victims and casualties are used interchangeably in this report.

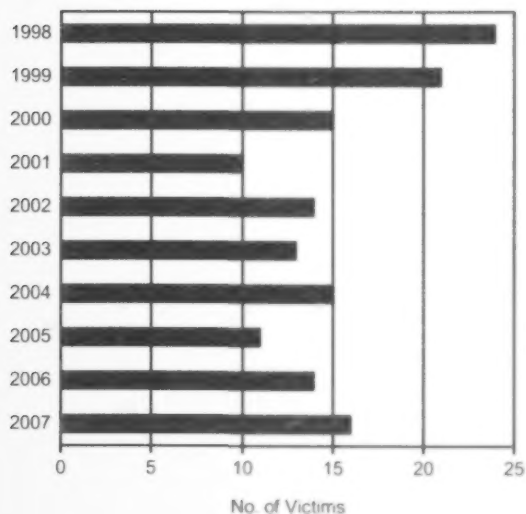
**Pedestrian Victims in Traffic Collisions
Ten Year Summary
1998 – 2007**

Year	Casualty Type		Total
	Killed	Injured	
1998	24	496	520
1999	21	504	525
2000	15	484	499
2001	10	460	470
2002	14	441	455
2003	13	511	524
2004	15	458	473
2005	11	434	445
2006	14	505	519
2007	16	429	445

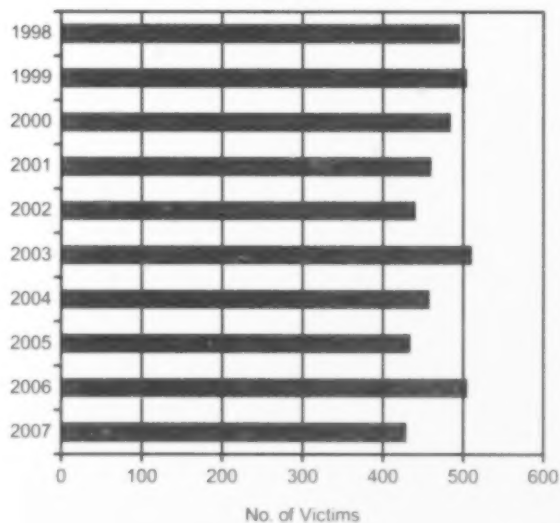
The number of pedestrians killed increased from 14 in 2006 to 16 in 2007. There were 429 pedestrians injured in traffic collisions in 2007, down 15.1 percent from 2006.

**Comparison of Pedestrian Victims
1998 – 2007**

Killed



Injured



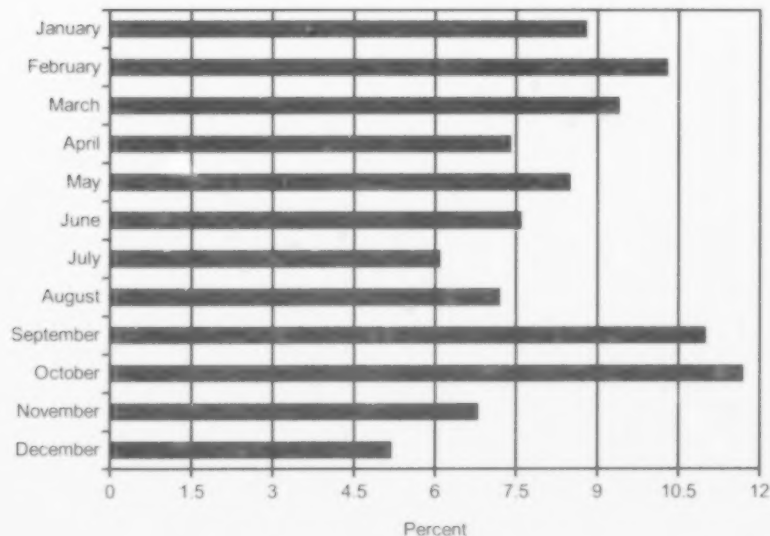
Total Pedestrian Victims
By Month of Occurrence and Casualty Type
2007

Month	Casualty Type		Total	%
	Killed	Injured		
January	0	39	39	8.8
February	1	45	46	10.3
March	1	41	42	9.4
April	1	32	33	7.4
May	2	36	38	8.5
June	0	34	34	7.6
July	2	25	27	6.1
August	1	31	32	7.2
September	2	47	49	11.0
October	2	50	52	11.7
November	2	28	30	6.8
December	2	21	23	5.2
Total	16	429	445	100.0

There were no pedestrian fatalities in January and June. February to April and August each recorded one fatality, while the remaining months each had 2 deaths.

October (50) and September (47) accounted for the largest number of injured pedestrians.

Distribution of Total Pedestrian Victims
by Month of Occurrence
2007

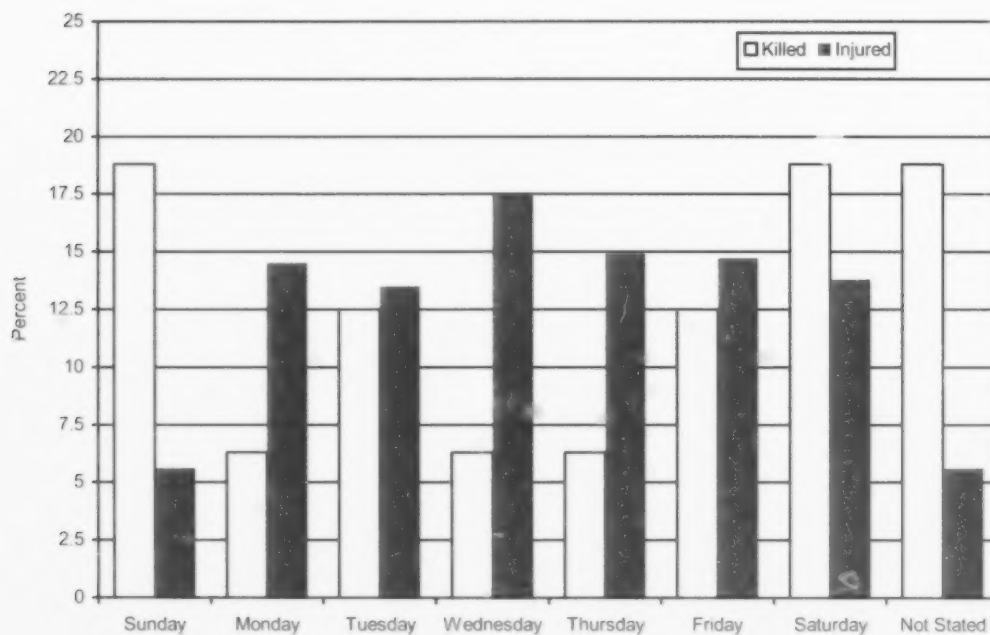


Total Pedestrian Victims
By Day of Occurrence and Casualty Type
2007

Day	Casualty Type		Total	%
	Killed	Injured		
Sunday	3	24	27	6.1
Monday	1	62	63	14.1
Tuesday	2	58	60	13.5
Wednesday	1	75	76	17.1
Thursday	1	64	65	14.6
Friday	2	63	65	14.6
Saturday	3	59	62	13.9
Not Stated	3	24	27	6.1
Total	16	429	445	100.0

Saturdays and Sundays accounted for the largest number of pedestrian deaths at 3 each in 2007. The largest numbers of injuries occurred on Wednesdays (17.5%). Sundays accounted for the fewest number of injured pedestrians (24 or 5.6%).

Comparison of Pedestrian Victims
by Day of Occurrence and Casualty Type
2007

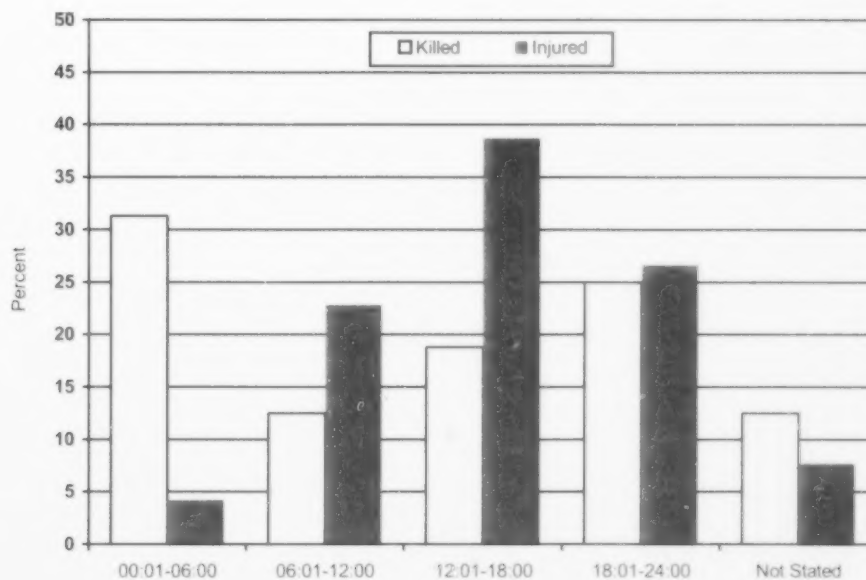


Total Pedestrian Victims
By Time of Occurrence and Casualty Type
2007

Time	Casualty Type		Total	%
	Killed	Injured		
00:01 - 06:00	5	18	23	5.2
06:01 - 12:00	2	98	100	22.5
12:01 - 18:00	3	166	169	38.0
18:01 - 24:00	4	114	118	26.5
Not Stated	2	33	35	7.8
Total	16	429	445	100.0

More pedestrians were killed or injured between 12:01-18:00, 169 or 38.0 percent, than any other part of the day.

Comparison of Pedestrian Victims
by Time of Occurrence and Casualty Type
2007



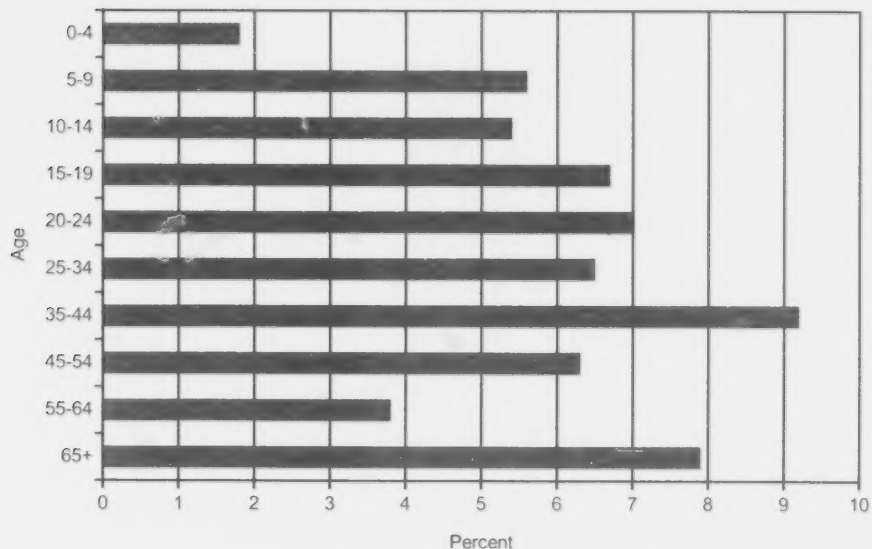
Total Pedestrian Victims
By Age Group and Casualty Type
2007

Age Group	Casualty Type		Total	%
	Killed	Injured		
0-4	1	7	8	1.8
5-9	1	24	25	5.6
10-14	1	23	24	5.4
15-19	0	30	30	6.7
20-24	2	29	31	7.0
25-34	3	26	29	6.5
35-44	2	39	41	9.2
45-54	1	27	28	6.3
55-64	0	17	17	3.8
65+	5	30	35	7.9
Not Stated	0	177	177	39.8
Total	16	429	445	100.0

Of the total number of fatally injured pedestrians, (5) were over the age of 65.

Pedestrians aged 35-44 had the largest number of injuries at 39 (9.1%). Of all known age groups, 21.3 percent of the pedestrians killed or injured were under the age of 15.

Distribution of Total Pedestrian Victims
by Known Age Group
2007



Pedestrian Action and Casualty Type 2007

Pedestrian Action	Casualty Type		Total	%
	Killed	Injured		
At Intersection, crossing with right-of-way	1	80	81	18.2
At Intersection, crossing without right-of-way	1	36	37	8.3
At Intersection, crossing, no traffic control	1	6	7	1.6
Between Intersections, crossing roadway	2	47	49	11.1
Walking along roadway with traffic	0	2	2	0.4
Walking along roadway against traffic	1	10	11	2.5
On Sidewalk/Median/Safety Zone	0	10	10	2.3
Walking on roadway (travelled portion)	2	17	19	4.3
From behind Vehicle/Object on roadside	1	7	8	1.8
Running into roadway	0	54	54	12.1
Getting on/off another vehicle	0	3	3	0.7
Pushing/Working on vehicle	0	2	2	0.4
Playing on roadway	0	2	2	0.4
Working on roadway	0	2	2	0.4
Lying in roadway	2	0	2	0.4
Unknown	5	151	156	35.1
Total	16	429	445	100.0

Pedestrian action was a contributing factor in 11 of the 16 deaths in 2007. At-fault pedestrian actions included crossing roadway between intersections (2), crossing intersections without right-of-way (1), crossing intersections without traffic control (1), walking on or along roadway (3), from behind vehicle/object on roadside (1) and lying in roadway (2).

Injuries most often occurred at an intersection where the pedestrian had the right of way (80), followed by running into roadway (54) and crossing between intersections (47).

Total Killed and Injured Victims
by Pedestrian Action and Age Group
2007

Pedestrian Action	Age Group											Total
	0-4	5-9	10-14	15-19	20-24	25-34	35-44	45-54	55-64	65+	NS	
At Intersection, crossing with right-of-way	0	2	2	4	6	4	8	10	9	6	30	81
At Intersection, crossing without right-of-way	0	0	2	4	2	1	5	4	0	3	16	37
At Intersection, crossing with no traffic control	0	0	0	0	0	0	0	0	0	4	3	7
Between Intersections, crossing roadway	1	3	1	4	3	3	5	3	2	8	16	49
Walking along roadway with traffic	0	0	0	0	0	0	1	1	0	0	0	2
Walking along roadway against traffic	0	1	2	0	3	1	0	0	1	1	2	11
On Sidewalk/Median/Safety Zone	0	0	0	0	0	2	1	1	0	2	4	10
Walking on Roadway (travelled portion)	1	2	2	3	1	2	3	0	0	2	3	19
From behind Vehicle/ Object on roadway	0	1	1	0	0	1	1	0	0	1	3	8
Running into Roadway	3	11	7	5	5	2	2	2	0	1	16	54
Getting On/Off Another Vehicle	0	0	0	1	0	1	0	1	0	0	0	3
Pushing/Working on Vehicle	0	0	0	0	0	0	2	0	0	0	0	2
Playing on Roadway	0	1	0	0	0	0	0	0	0	0	1	2
Working on Roadway	0	0	0	0	1	0	0	0	0	0	1	2
Lying on Roadway	0	0	0	0	1	0	1	0	0	0	0	2
Unknown	3	4	7	9	9	12	12	6	5	7	82	156
Total	8	25	24	30	31	29	41	28	17	35	177	445
%	1.8	5.6	5.4	6.7	7.0	6.5	9.2	6.3	3.8	7.9	39.8	100.0

Among all pedestrian casualties aged 15 and older, the most frequently reported pedestrian actions prior to being struck by a motor vehicle were;

- "crossing at intersections with right-of-way",
- "crossing roadway between intersections", and
- "crossing intersection without right-of-way".

Among pedestrians 14 years of age and younger, the most frequently cited pedestrian actions were:

- "running onto roadway",
- "crossing roadway between intersections", and
- "walking on travelled portion of roadway".

Section 7

Vehicle Involvement



INTRODUCTION TO SECTION 7

This section deals with the number of vehicles involved in collisions. It does **not** indicate the number of collisions.

Each vehicle involved in a collision is counted and provision is made for vehicle types such as automobiles, vans, pick-up trucks, types of emergency vehicles. Vehicles involved in collisions that were, or were not, transporting hazardous loads and the nature of these loads is also indicated.

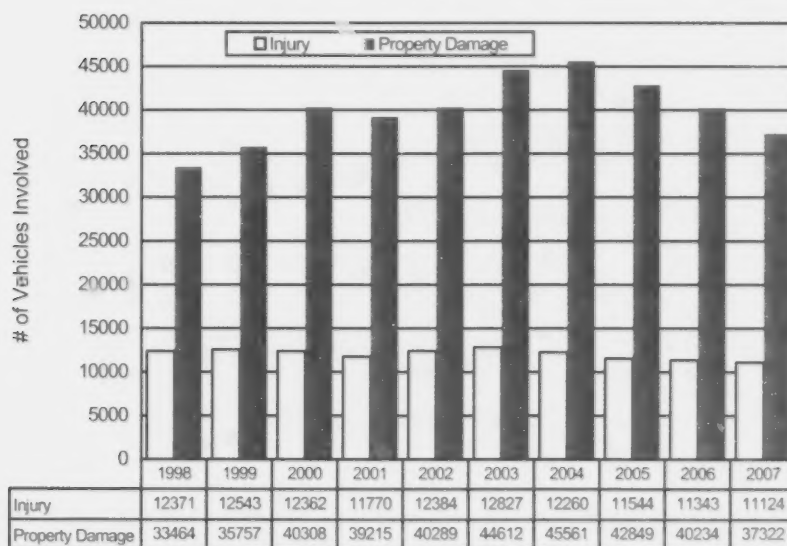
**Vehicle Involvement in Traffic Collisions
Ten Year Summary
1998 – 2007**

Year	Collision Severity			Total
	Fatal	Injury	Property Damage	
1998	170	12371	33464	46005
1999	157	12543	35757	48457
2000	140	12362	40308	52810
2001	138	11770	39215	51123
2002	156	12384	40289	52829
2003	150	12827	44612	57589
2004	131	12260	45561	57952
2005	135	11544	42849	54528
2006	151	11343	40234	51728
2007	141	11124	37322	48587

There were 48,587 vehicles involved in 29,548 collisions during 2007. A total of 141 vehicles were involved in fatal traffic collisions in 2007, a decrease of 6.6 percent from 2006.

The number of vehicles involved in injury collisions decreased by 1.9 percent (11,343 to 11,124) and vehicle involvement in property damage collisions dropped by 7.2 percent (40,234 to 37,322).

**Ten Year Summary
Vehicle Involvement by Injury and Property Damage Collision Severity
1998-2007***



*Fatal statistics not shown due to low values.

Vehicle Type and Collision Severity 2007

Vehicle Type	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Automobile	56	6940	23004	30000	61.7
Mini/Multi-Purpose Van	15	1252	4239	5506	11.3
Van under 4500 kg	4	159	569	732	1.5
Pick-up under 4500 kg	27	1292	5811	7130	14.7
Truck over 4500 kg (unit chassis)	4	144	453	601	1.2
Power Unit for Semi-Trailer	19	139	429	587	1.2
Truck/Camper	0	3	23	26	0.1
Motor home	0	1	11	12	-.
Truck (other)	6	660	2297	2963	6.1
School Bus	1	8	66	75	0.1
Other School Vehicle	0	0	0	0	0.0
Transit Bus – urban	0	21	45	66	0.1
Para-transit Bus	0	1	5	6	-.
Intercity Bus	0	16	70	86	0.2
Bus (other)	0	3	18	21	-.
Motorcycle/Scooter	2	134	43	179	0.4
Moped	0	2	2	4	-.
Bicycle	4	291	21	316	0.7
Ambulance	0	9	18	27	0.1
Fire	0	4	17	21	-.
Police	1	21	66	88	0.2
Mobility Vehicle	0	0	0	0	0.0
Snow Vehicle	0	0	2	2	-.
Farm Equipment	0	5	19	24	0.1
Construction Equipment	0	7	78	85	0.2
Train/Other Rail Vehicle	0	0	0	0	0.0
Off-Road Vehicle	2	12	16	30	0.1
Total	141	11124	37322	48587	100.0

Automobiles, vans and pick-up trucks (under 4500 kg) accounted for 72.3 percent of all vehicles involved in fatal collisions, 86.7 percent of those involved in injury collisions, and 90.1 percent of those involved in property damage collisions. Automobiles accounted for a higher proportion of vehicles involved in injury collisions (62.4%) than fatal collisions (39.7%). Conversely, heavy trucks/tractor trailers and truck (other) accounted for a higher proportion of vehicles involved in fatal collisions (20.6%) than in injury collisions (8.5%).

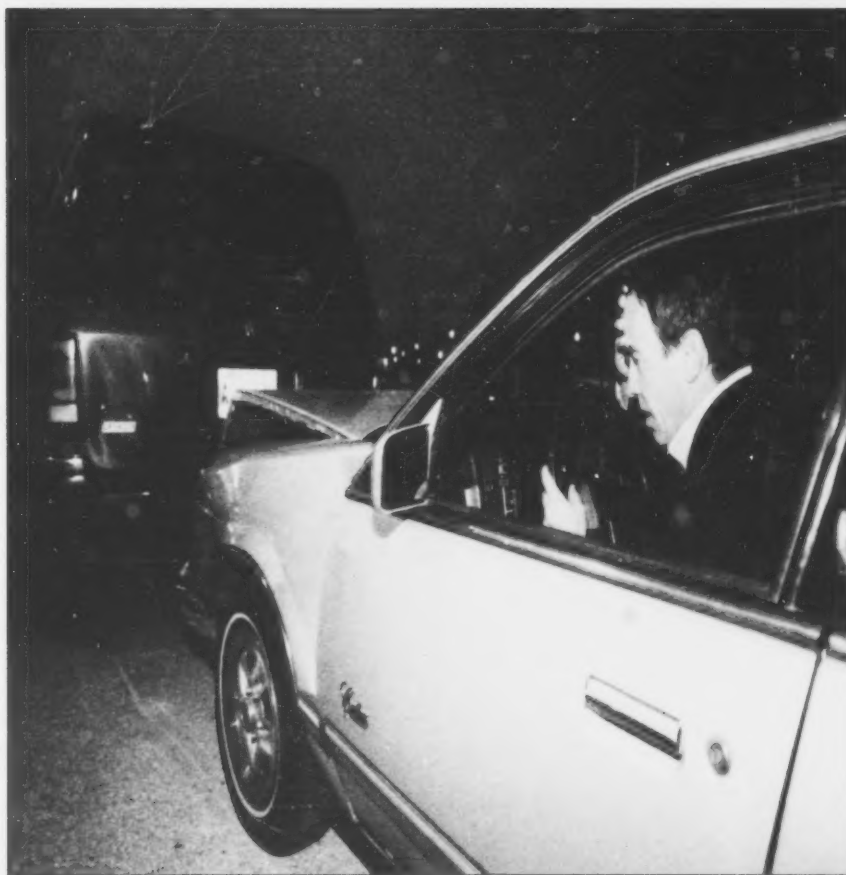
Vehicle Involvement
By Hazardous Load Type and Collision Severity
2007

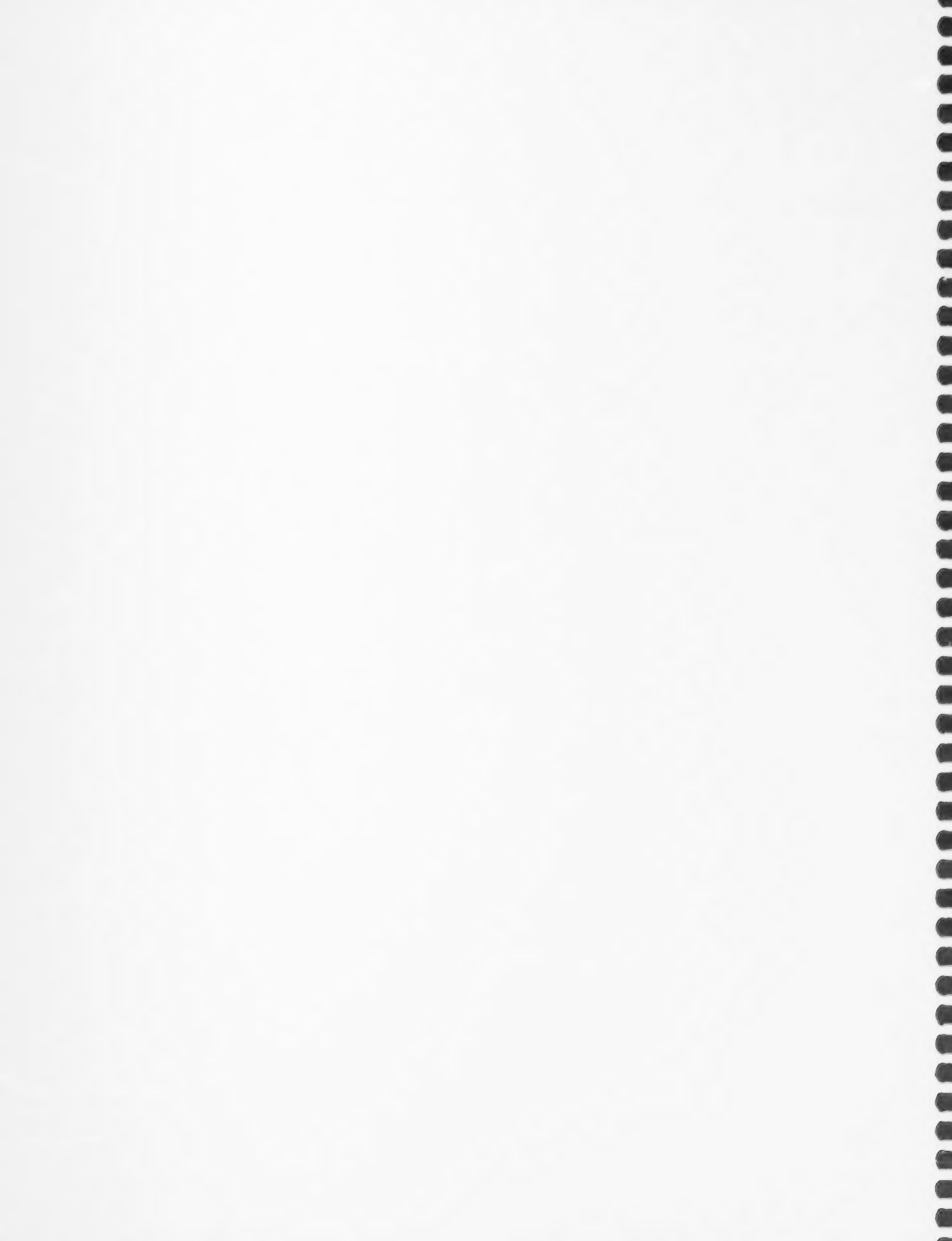
Hazardous Load	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Explosives	0	3	11	14	-.-
Flammable Gas	0	3	23	26	0.1
Flammable/Combustible Liquids	1	1	6	8	-.-
Flammable Solids/Dangerous When Wet	0	0	0	0	0.0
Oxidizers/Organic Peroxides	0	0	0	0	0.0
Poisonous Substances/Infectious	0	2	1	3	-.-
Radioactive	0	0	1	1	-.-
Corrosives	0	1	1	2	-.-
Miscellaneous Dangerous Substances	0	2	4	6	-.-
General Cargo (non-hazardous)	10	126	316	452	1.0
Empty	2	93	216	311	0.6
Not Applicable	128	10893	36741	47762	98.3
Other	0	0	0	0	0.0
Unknown	0	0	2	2	-.-
Total	141	11124	37322	48587	100.0

Of the total number of vehicles involved in crashes, 60 were known to be carrying "hazardous goods". Of these, one was involved in a fatal collision, 12 were in injury collisions, and 47 were in property damage collisions.

Section 8

Driver Involvement





INTRODUCTION TO SECTION 8

This section deals with the number of drivers involved in collisions. The number of drivers is less than the number of vehicles involved as some crashes involve parked vehicles. Driver involvement information is provided according to gender and age group.

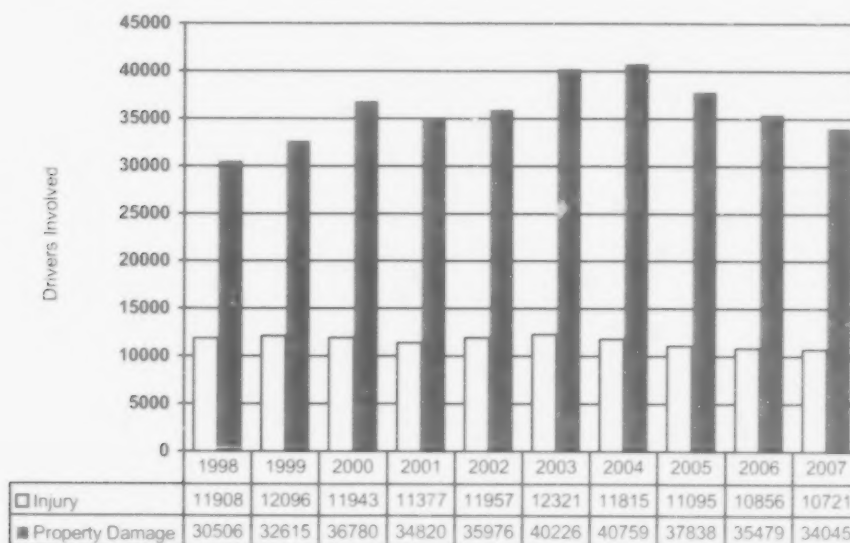
The 16-19 age group recorded the highest rate of collision involvement, at 847.9 per 10,000 active licensed drivers. The next highest involvement rates were recorded by the age groups 20-24, at 710.7 per 10,000 active licensed drivers and 25-34, at 514.5 per 10,000 active licensed drivers. The overall relative involvement rate for all age groups in 2007 was 607.2 per 10,000 active licensed drivers.

**Driver Involvement in Traffic Collisions
Ten Year Summary
1998 – 2007**

Year	Collision Severity			Total
	Fatal	Injury	Property Damage	
1998	164	11908	30506	42578
1999	151	12096	32615	44862
2000	136	11943	36780	48859
2001	127	11377	34820	46324
2002	149	11957	35976	48082
2003	146	12321	40226	52693
2004	127	11815	40759	52701
2005	126	11095	37838	49059
2006	145	10856	35479	46480
2007	135	10721	34045	44901

There were 135 drivers involved in fatal accidents in 2007. The number of drivers involved in injury collisions decreased by 1.2 percent from 10,856 in 2006 to 10,721 in 2007. Drivers involved in property damage collisions dropped by 4.0 percent, from 35,479 in 2006 to 34,045 in 2007. In 2007, total driver involvement decreased by 3.4 percent, from 46,480 in 2006 to 44,901.

**Ten Year Summary of Driver Involvement in Traffic Collisions
by Injury and Property Damage Collision Severity, 1998-2007***



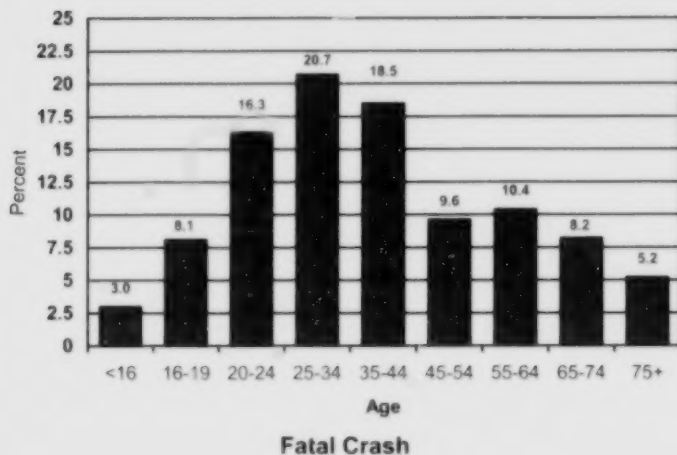
* Fatal statistics not shown due to low values.

Driver Involvement
By Age Group, Gender, and Collision Severity
2007

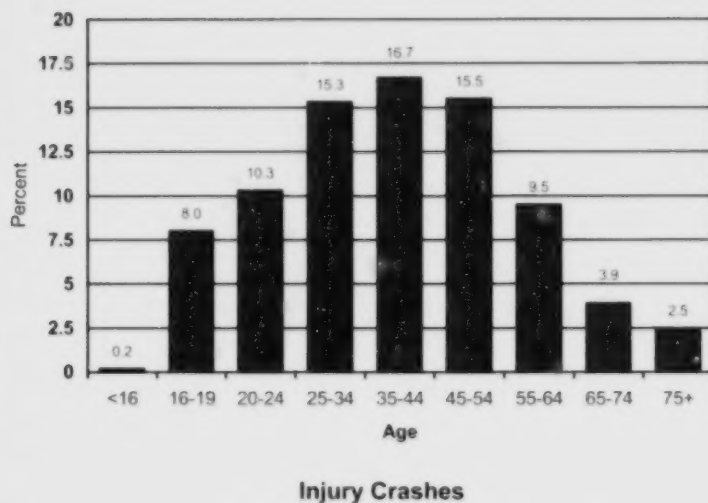
Age Group	Gender	Collision Severity						Total	%
		Fatal	%	Injury	%	Property Damage	%		
<16	M	2		11		22		35	
	F	1		8		21		30	
	NS	1		4		5		10	
	Total	4	3.0	23	0.2	48	0.1	75	0.2
16-19	M	6		460		1816		2282	
	F	4		390		1139		1533	
	NS	1		6		20		27	
	Total	11	8.1	856	8.0	2975	8.8	3842	8.6
20-24	M	17		590		1960		2567	
	F	5		509		1181		1695	
	NS	0		8		33		41	
	Total	22	16.3	1107	10.3	3174	9.3	4303	9.6
25-34	M	23		857		2774		3654	
	F	5		763		1681		2449	
	NS	0		22		32		54	
	Total	28	20.7	1642	15.3	4487	13.2	6157	13.7
35-44	M	20		945		2861		3826	
	F	5		829		1815		2649	
	NS	0		13		30		43	
	Total	25	18.5	1787	16.7	4706	13.8	6518	14.5
45-54	M	12		909		3202		4123	
	F	1		735		1851		2587	
	NS	0		12		19		31	
	Total	13	9.6	1656	15.5	5072	14.9	6741	15.0
55-64	M	12		588		2148		2748	
	F	2		431		1147		1580	
	NS	0		2		20		22	
	Total	14	10.4	1021	9.5	3315	9.7	4350	9.7
65-74	M	7		270		1080		1357	
	F	4		142		517		663	
	NS	0		3		5		8	
	Total	11	8.2	415	3.9	1602	4.7	2028	4.5
75+	M	6		168		704		878	
	F	1		100		376		477	
	NS	0		2		10		12	
	Total	7	5.2	270	2.5	1090	3.2	1367	3.0
Not Stated	M	0		307		1009		1316	
	F	0		173		492		665	
	NS	0		1464		6075		7539	
	Total	0	0.0	1944	18.1	7576	22.3	9520	21.2
All Ages	M	105		5105		17576		22786	
	F	28		4080		10220		14328	
	NS	2		1536		6249		7787	
	Total	135	100.0	10721	100.0	34045	100.0	44901	100.0

*Not stated

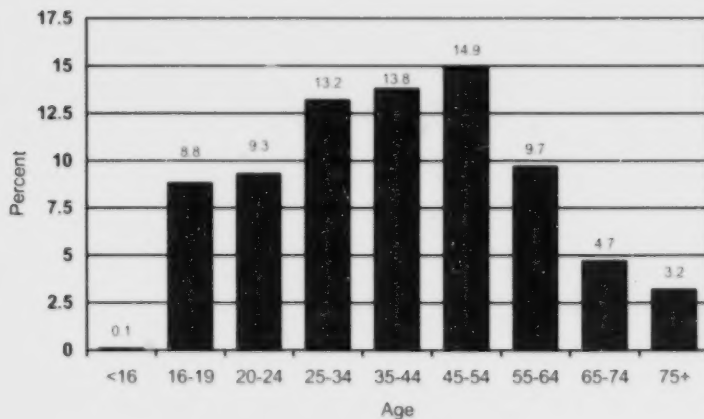
Male drivers had higher involvement in collisions than female drivers – 3.8 times more frequently in fatal collisions, 1.3 times more frequently in injury collisions and 1.7 times more frequently in property damage collisions.

Percentage of Driver Involvement in Crashes (excludes "age not stated")

Of the total drivers involved in fatal crashes those aged 25-34 accounted for 20.7 percent, followed by those aged 35-44 (18.5%).



The 35-44 age group accounted for the highest percentage of all drivers involved in injury collisions (16.7%), followed by those aged 45-54 (15.5%).



The age groups 45-54 and 35-44 respectively accounted for 14.9 percent and 13.8 percent of all drivers involved in property damage collisions.

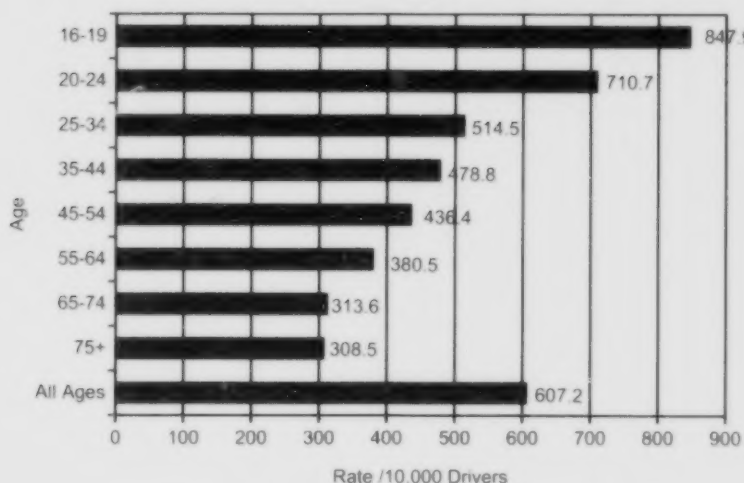
Driver Involvement
By Age Group, Gender and Relative Involvement /10,000 Active Drivers
2007

Age Group	Gender	Total Drivers Involved	%	Total Active Licenced Drivers	%	Relative Involvement Rate /10,000
<16	M	35	0.2	0	0.0	
	F	30		0		
	NS	10		0		
	Total	75		0		
16-19	M	2282	8.6	23076	6.1	988.9
	F	1533		22234		689.5
	NS	27		0		
	Total	3842		45310		847.9
20-24	M	2567	9.6	30652	8.2	837.5
	F	1695		29890		567.1
	NS	41		0		
	Total	4303		60542		710.7
25-34	M	3654	13.7	60519	16.2	603.8
	F	2449		59161		414.0
	NS	54		0		
	Total	6157		119680		514.5
35-44	M	3826	14.5	69101	18.4	553.7
	F	2649		67042		395.1
	NS	43		0		
	Total	6518		136143		478.8
45-54	M	4123	15.0	79254	20.9	520.2
	F	2587		75224		343.9
	NS	31		0		
	Total	6741		154478		436.4
55-64	M	2748	9.7	59068	15.5	465.2
	F	1580		55246		286.0
	NS	22		0		
	Total	4350		114314		380.5
65-74	M	1357	4.5	33928	8.7	400.0
	F	663		30735		215.7
	NS	8		0		
	Total	2028		64663		313.6
75+	M	878	3.0	23473	6.0	374.0
	F	477		20839		228.9
	NS	12		0		
	Total	1367		44312		308.5
Not Stated	M	1316	21.2	0	0.0	
	F	665		0		
	NS	7539		0		
	Total	9520		0		
All Ages	M	22786	100.0	379071	100.0	601.1
	F	14328		360371		397.6
	NS	7787		0		
	Total	44901		739442		607.2

Not stated

Certain age groups are overrepresented in crashes. For example, 16-19 year olds made up 6.1 percent of the total active licensed drivers, yet accounted for 8.6 percent of all drivers involved in crashes. In contrast, drivers over 55 years of age made up 30.2 percent of the total active licensed drivers, but comprised only 17.2 percent of all drivers in traffic accidents. Drivers between the ages of 20 and 54 made up 63.7 percent of the total active licensed driver population and 52.8 percent of all drivers involved in crashes.

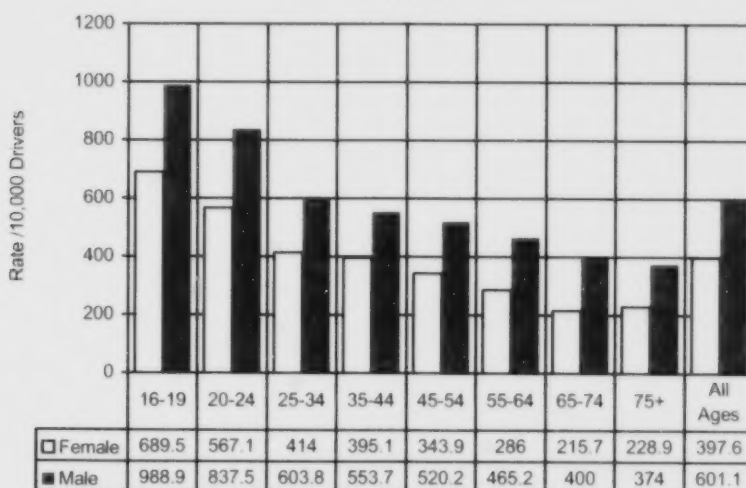
Distribution of Driver Involvement Rates in Traffic Collisions
by Age Group and Relative Involvement /10,000 Active Drivers
2007



The 16-19 age group had the highest relative involvement rate at 847.9 per 10,000 active licensed drivers followed by the 20-24 age group at 710.7 per 10,000 active licensed drivers. The lowest relative involvement rate 311.5 per 10,000 active licensed drivers belonged to drivers aged 65 years and older. The overall relative involvement rate for all age groups in 2007 was 607.2 per 10,000 active licensed drivers.

Note: The relative involvement rates do not take into account the number of vehicle kilometres travelled by each age group.

Comparison of Relative Involvement Rates /10,000 Active Drivers
by Age Group and Gender
2007



Male drivers were involved in crashes more often than females. The highest relative involvement rate occurred in the male age group 16-19 at 988.9 per 10,000 active licensed drivers, compared to female involvement at 689.5 per 10,000 active licensed drivers.

Section 9

Contributing Factors





INTRODUCTION TO SECTION 9

Contributing factors are those circumstances or factors that the reporting police officer recorded as having contributed to the collision or its severity. Factors can be selected from four categories: driver action, human condition, vehicle condition, or environment condition.

The collision data system accepts up to three contributing factors for each vehicle involved in a collision. As many as six contributing factors may be recorded for a collision. For instance, because of inattention, a driver may have failed to see a stop sign behind some trees and thereby reduce stopping time. The car's brakes, being in poor condition, caused the vehicle to spin out of control on ice and collide with another vehicle that was speeding through the intersection. The collision may not have occurred if any of these factors were not present.

Driver action is used to determine if the actions performed by the driver immediately prior to the collision may have been a factor in the collision.

Human condition identifies those factors that may have affected the individual's ability to drive safely. Of particular interest are the numbers of drivers affected by alcohol, drugs and fatigue.

Safety campaigns are often geared toward driver age groups; therefore driver actions and human conditions are broken down by age group and accident severity (fatal, injury and property damage).

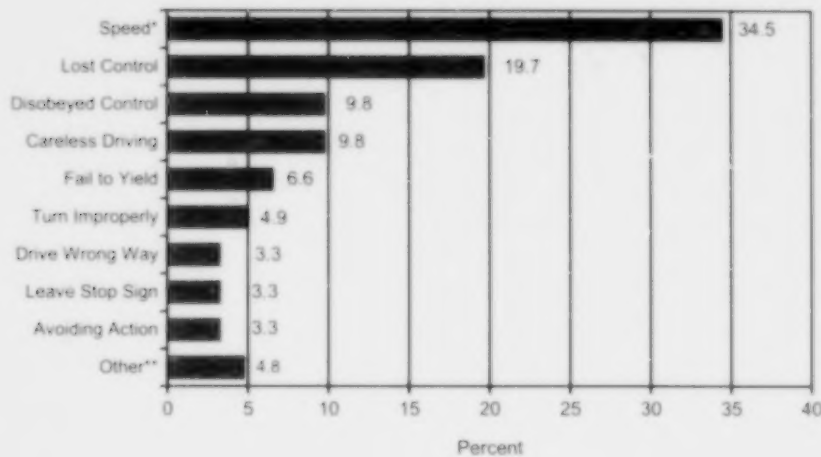
Vehicle defects and environmental conditions are presented according to the number of vehicles involved, and whether the vehicle had a mechanical defect that may have been a factor in the collision, and also if environmental factors contributed towards the crash.

Driver Involvement in Traffic Collisions
by Driver Action and Collision Severity
2007

Driver Action	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Driving Properly ¹	39	4261	11820	16120	35.9
Follow Too Closely	1	320	822	1143	2.5
Turn Improperly	3	137	425	565	1.3
Exceed Speed Limit	9	49	63	121	0.3
Drive Too Fast For Conditions	9	369	902	1280	2.9
Unsafe Speed (too fast or too slow)	3	45	89	137	0.3
Passing Improperly	1	29	79	109	0.2
Change Lanes Improperly	0	45	282	327	0.7
Fail to Yield	4	370	961	1335	3.0
Disobeyed Traffic Control	6	188	358	552	1.2
Drive Wrong Way	2	11	21	34	0.1
Pass Vehicle at Pedestrian X-Walk	0	1	1	2	--
Backing Up Unsafely	0	23	718	741	1.7
Park Improperly	1	2	43	46	0.1
Careless Driving	6	167	317	490	1.1
Lost Control/Off Roadway	12	197	390	599	1.3
Driverless Vehicle	0	1	8	9	--
Leave Stop Sign	2	100	192	294	0.7
Fail To Signal	0	1	12	13	--
Take Avoiding Action	2	85	234	321	0.7
Driver Inexperience	0	80	211	291	0.6
Pedestrian Error/Confusion	2	17	6	25	0.1
Not Stated	33	4223	16091	20347	45.3
Total	135	10721	34045	44901	100.0

¹No apparent improper driving action noted on traffic accident report.

Comparison of At-Fault Driver Actions in Fatal Traffic Collisions 2007



*Speed includes "exceeding speed limit", "drive too fast for conditions" or "unsafe operating speed" (too fast/too slow).

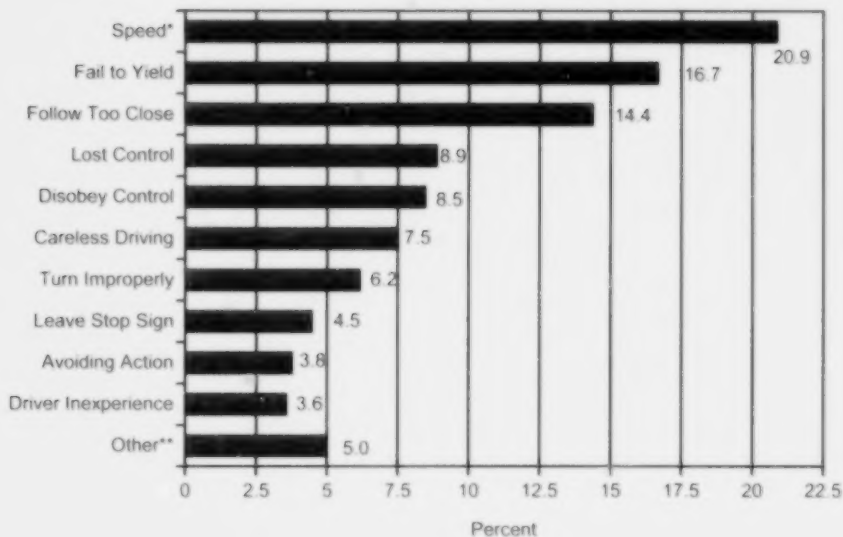
**Other includes "follow too closely", "pass improperly", and "park improperly".

Note: Pedestrian error/confusion not included as an at-fault driver action.

Note: At-fault fatal driver actions are those where "driving properly" and "not stated" actions are excluded.

Among at-fault drivers involved in fatal collisions, the most reported infractions were "speed related" (34.5%) and "lost control/drive off roadway" (19.7%).

Comparison of At-Fault Driver Actions in Injury Collisions 2007



*Speed includes "exceeding speed limit", "drive too fast for conditions" or "unsafe operating speed" (too fast/too slow).

Other** includes "changing lanes", "pass improperly", "back unsafely", "drive wrong way", and "park improperly".

Note: Pedestrian error/confusion not included as an at-fault driver action.

Note: At-fault injury driver actions are those where "driving properly" and "not stated" actions are excluded.

The three most reported at-fault driver actions resulting in injuries were "speed-related" (20.9% or 463), "failure to yield" (16.7% or 370), and "follow too close" (14.4% or 320).

Driver Involvement in Fatal Traffic Collisions
by Driver Action and Age Group
2007

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75+	NS	
Drive Properly	0	1	2	11	9	4	6	6	0	0	39
Follow Too Closely	0	0	1	0	0	0	0	0	0	0	1
Turn Improperly	0	0	0	0	0	1	1	0	1	0	3
Exceed Speed Limit	3	1	3	1	1	0	0	0	0	0	9
Drive Too Fast For Conditions	0	0	0	4	2	0	0	2	1	0	9
Unsafe Speed	1	2	0	0	0	0	0	0	0	0	3
Passing Improperly	0	0	0	0	0	0	1	0	0	0	1
Change Lanes Improperly	0	0	0	0	0	0	0	0	0	0	0
Fail to Yield	0	0	1	0	0	1	1	0	1	0	4
Disobey Traffic Control	0	1	1	1	1	0	0	1	1	0	6
Drive Wrong Way	0	0	1	0	1	0	0	0	0	0	2
Pass at Pedestrian Corridor	0	0	0	0	0	0	0	0	0	0	0
Backing Up Unsafely	0	0	0	0	0	0	0	0	0	0	0
Park Improperly	0	0	0	0	0	0	1	0	0	0	1
Careless Driving	0	0	2	2	0	2	0	0	0	0	6
Lost Control/Off Roadway	0	3	3	0	2	0	1	2	1	0	12
Driverless Vehicle	0	0	0	0	0	0	0	0	0	0	0
Leave Stop Sign	0	0	0	1	0	0	0	0	1	0	2
Fail to Signal	0	0	0	0	0	0	0	0	0	0	0
Take Avoiding Action	0	0	1	0	1	0	0	0	0	0	2
Driver Inexperience	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Error/Confusion	0	0	2	0	0	0	0	0	0	0	2
Not Stated	0	3	5	8	8	5	3	0	1	0	33
Total	4	11	22	28	25	13	14	11	7	0	135
At-fault rate/10,000 active licensed drivers		1.5	2.5	0.8	0.6	0.3	0.4	0.8	1.4		0.9

Of the total *at-fault* drivers involved in fatal collisions, the 20-24 age group had the highest rate of driver infractions at 2.5 per 10,000 active licensed drivers, followed by 1.5 per 10,000 active licensed drivers reported for 16-19 age group.

Driver Involvement in Injury Traffic Collisions
by Driver Action and Age Group
2007

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75+	NS	
Drive Properly	3	265	451	764	932	856	549	207	104	130	4261
Follow Too Closely	0	36	34	40	36	40	15	15	4	100	320
Turn Improperly	0	5	17	19	23	22	15	8	8	20	137
Exceed Speed Limit	2	12	13	9	7	3	1	0	0	2	49
Drive Too Fast For Conditions	2	56	65	68	62	40	21	9	6	40	369
Unsafe Speed	0	6	9	8	5	7	6	1	1	2	45
Passing Improperly	0	6	3	4	2	4	3	2	2	3	29
Change Lanes Improperly	0	4	4	2	11	4	4	3	0	13	45
Fail to Yield	0	35	51	51	67	53	35	14	21	43	370
Disobey Traffic Control	0	17	20	30	32	22	6	8	10	43	188
Drive Wrong Way	0	0	2	0	4	1	0	1	1	2	11
Pass at Pedestrian Corridor	0	1	0	0	0	0	0	0	0	0	1
Backing Up Unsafely	0	1	2	2	3	4	4	0	1	6	23
Park Improperly	0	0	0	0	1	0	1	0	0	0	2
Careless Driving	0	26	24	20	16	20	9	4	6	42	167
Lost Control/Off Roadway	1	42	25	45	33	23	15	6	5	2	197
Driverless Vehicle	0	1	0	0	0	0	0	0	0	0	1
Leave Stop Sign	0	6	14	17	14	16	6	9	8	10	100
Fail to Signal	0	1	0	0	0	0	0	0	0	0	1
Take Avoiding Action	0	17	16	17	10	9	11	4	1	0	85
Driver Inexperience	6	46	15	4	4	1	0	2	0	2	80
Pedestrian Error/Confusion	0	3	2	4	1	5	1	0	0	1	17
Not Stated	9	270	340	538	524	526	319	122	92	1483	4223
Total	23	856	1107	1642	1787	1656	1021	415	270	1944	10721
At-fault rate/10,000 active licensed drivers		70.8	52.2	28.4	24.3	17.7	13.4	13.3	16.7		30.3

The 16-19 age group had the highest rate of driving infractions in injury collisions, 70.8 per 10,000 active licensed drivers, followed by 20-24 year olds (52.2 per 10,000 active licensed drivers), and 25-34 year olds, (28.4 per 10,000 active licensed drivers).

Driver Involvement in Property Damage Traffic Collisions
by Driver Action and Age Group
2007

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75+	NS	
Drive Properly	7	963	1267	1918	2128	2347	1504	743	395	548	11820
Follow Too Closely	0	118	95	110	109	101	81	19	21	168	822
Turn Improperly	0	45	34	52	53	53	38	31	34	85	425
Exceed Speed Limit	1	18	14	12	1	4	3	0	0	10	63
Drive Too Fast For Conditions	2	178	155	169	111	112	65	26	14	70	902
Unsafe Speed	2	18	23	15	11	4	4	3	0	9	89
Passing Improperly	0	5	10	10	10	12	5	2	5	20	79
Change Lanes Improperly	1	31	22	25	22	46	22	16	17	80	282
Fail to Yield	1	118	95	119	106	133	100	56	78	155	961
Disobeyed Traffic Control	1	40	42	51	32	33	24	15	16	104	358
Drive Wrong Way	0	2	3	1	2	2	0	1	3	7	21
Pass at Pedestrian Corridor	0	1	0	0	0	0	0	0	0	0	1
Backing Up Unsafely	0	77	66	87	98	123	78	44	41	104	718
Park Improperly	0	2	4	3	8	2	5	5	8	6	43
Careless Driving	1	42	32	45	33	31	20	15	15	83	317
Lost Control/Off Roadway	1	71	65	78	59	45	27	19	15	10	390
Driverless Vehicle	1	0	0	2	2	1	1	1	0	0	8
Leave Stop Sign	1	30	21	11	22	24	19	16	29	19	192
Fail to Signal	0	1	0	1	2	4	2	0	1	1	12
Take Avoiding Action	0	30	30	46	48	35	24	8	5	8	234
Driver Inexperience	4	132	31	18	9	8	2	0	1	6	211
Pedestrian Error/Confusion	0	1	3	0	0	0	2	0	0	0	6
Not Stated	25	1052	1162	1714	1840	1952	1289	582	392	6083	16091
Total	48	2975	3174	4487	4706	5072	3315	1602	1090	7576	34045
At-fault rate/10,000 active licensed drivers		211.9	123.1	71.4	54.2	50.0	45.7	42.8	68.4		83.0

The 16-19 age group had the highest rate of driving infractions in property damage collisions, at 211.9 per 10,000 active licensed drivers, followed by those aged 20-24 years at 123.1 per 10,000 active licensed drivers.

Among at-fault drivers, the most commonly reported driving infractions resulting in property damage collisions were "fail to yield" (15.7%), and "drive too fast for conditions" (14.7%) and, "backing up unsafely" (11.7%).

The three speed-related actions, "driving too fast for conditions", "exceeding the speed limit" and "unsafe speed" when combined accounted for 17.2 percent of all at-fault driver actions in property damage crashes.

Driver Involvement in All Traffic Collisions
by Driver Action and Age Group
2007

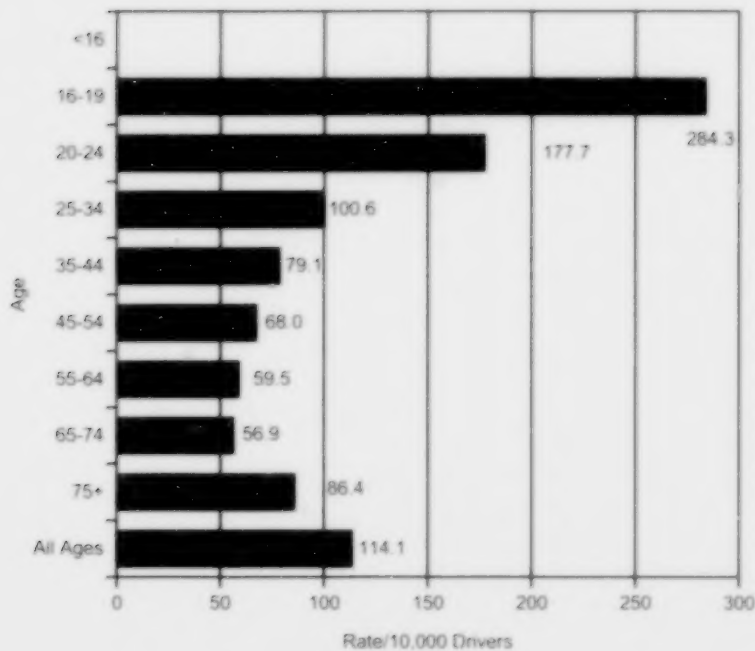
Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75+	NS	
Drive Properly	10	1229	1720	2693	3069	3207	2059	956	499	678	16120
Follow Too Closely	0	154	130	150	145	141	96	34	25	268	1143
Turn Improperly	0	50	51	71	76	76	54	39	43	105	565
Exceed Speed Limit	6	31	30	22	9	7	4	0	0	12	121
Drive Too Fast	4	234	220	241	175	152	86	37	21	110	1280
Unsafe Speed	3	26	32	23	16	11	10	4	1	11	137
Passing Improperly	0	11	13	14	12	16	9	4	7	23	109
Change Lanes Improperly	1	35	26	27	33	50	26	19	17	93	327
Fail to Yield	1	153	147	170	173	187	136	70	100	198	1335
Disobeyed Traffic Control	1	58	63	82	65	55	30	24	27	147	552
Drive Wrong Way	0	2	6	1	7	3	0	2	4	9	34
Pass at Pedestrian Corridor	0	2	0	0	0	0	0	0	0	0	2
Backing Up Unsafely	0	78	68	89	101	127	82	44	42	110	741
Park Improperly	0	2	4	3	9	2	7	5	8	6	46
Careless Driving	1	68	58	67	49	53	29	19	21	125	490
Lost Control/Off Roadway	2	116	93	123	94	68	43	27	21	12	599
Driverless Vehicle	1	1	0	2	2	1	1	1	0	0	9
Leave Stop Sign	1	36	35	29	36	40	25	25	38	29	294
Fail to Signal	0	2	0	1	2	4	2	0	1	1	13
Take Avoiding Action	0	47	47	63	59	44	35	12	6	8	321
Driver Inexperience	10	178	46	22	13	9	2	2	1	8	291
Pedestrian Error/Confusion	0	4	7	4	1	5	3	0	0	1	25
Not Stated	34	1325	1507	2260	2372	2483	1611	704	485	7566	20347
Total	75	3842	4303	6157	6518	6741	4350	2028	1367	9520	44901
At-fault rate/10,000 active licensed drivers		284.3	177.7	100.6	79.1	68.0	59.5	56.9	86.4		114.1

For all traffic collisions, the 16-19 age group had the highest rate of driving infractions, 284.3 per 10,000 active licensed drivers, followed by the 20-24 age group, 177.7 per 10,000 active licensed drivers.

Of the total at-fault drivers, the most commonly reported driving infractions were "fail to yield" (15.9%), "drive too fast for conditions" (15.2%), and "following too closely" (13.6%).

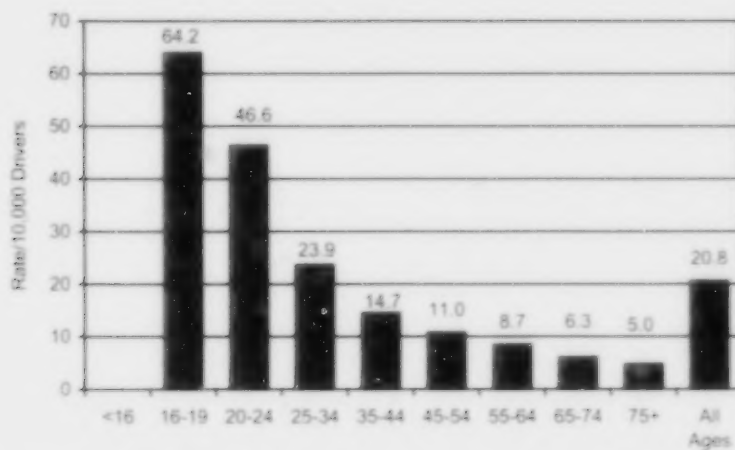
The three speed-related actions, "driving too fast for conditions", "exceeding the speed limit" and "unsafe speed" when combined accounted for 18.3 percent of all at-fault driver actions.

**Rate of At-Fault Driver Actions
by 10,000 Active Licensed Drivers and Age Group
2007**



This graph illustrates that among drivers committing at-fault driver actions, the 16-19 and 20-24 age groups had the highest at-fault rates (284.3 per 10,000 active licensed drivers and 177.7 per 10,000 active licensed drivers respectively). The lowest rates occurred among the 65-74, (56.9 per 10,000 active licensed drivers) and 55-64, (59.5 per 10,000 active licensed drivers) year old age groups.

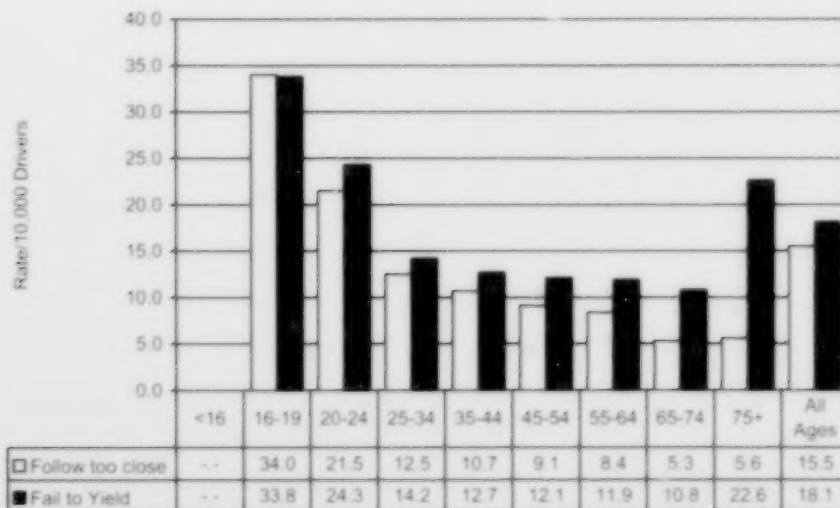
Speed-Related* At-Fault Driver Actions by 10,000 Active Licensed Drivers 2007



*Speed-related includes "exceeding speed limit", "drive too fast for conditions" and "unsafe operating speed".

Drivers in the 16-19 age group had the highest rate of at-fault speed-related driver actions; 3 times higher than the average of all age groups (64.2 per 10,000 active licensed drivers versus 20.8 per 10,000 active licensed drivers).

Fail to Yield and Follow Too Close Driver Actions per 10,000 Active Licensed Drivers 2007



The "fail to yield" involvement rate for all drivers was 18.1 per 10,000 active licensed drivers. The 16-19 age group recorded the highest rate, (33.8 per 10,000 active licensed drivers), followed by drivers 20-24 years of age, (24.3 per 10,000 active licensed drivers).

The "follow too closely" involvement rate for all drivers was 15.5 per 10,000 active licensed drivers. The highest rates for this infraction were also recorded among 16-19 and 20-24 age groups at 34.0 and 21.5 per 10,000 active licensed drivers, respectively.

Driver Involvement in Traffic Collisions by Human Condition and Collision Severity 2007

Human Condition	Collision Severity			Total	%
	Fatal	Injury	P. Damage		
Apparently Normal	50	5526	16269	21845	48.7
Loss of Consciousness	1	21	10	32	0.1
Extreme Fatigue/Fell Asleep	2	44	57	103	0.2
Defective Eyesight	1	2	15	18	--
Defective Hearing	0	3	1	4	--
Medical Disability	0	8	14	22	--
Physical Disability	1	2	11	14	--
Mental Disability	0	4	1	5	--
Mental Confusion/Unable to Remember	0	15	17	32	0.1
Sudden Illness	0	6	4	10	--
Ability Impaired by Alcohol	20	100	135	255	0.6
Ability Impaired by Drugs	2	3	1	6	--
Had Been Drinking/Suspected Alcohol Use ¹	11	44	67	122	0.3
Distraction/Inattention	10	396	941	1347	3.0
Exceed Hours of Service	0	0	0	0	0.0
Not Stated	37	4547	16502	21086	47.0
Total	135	10721	34045	44901	100.0

¹These statistics represent only those collisions where alcohol involvement was apparent.

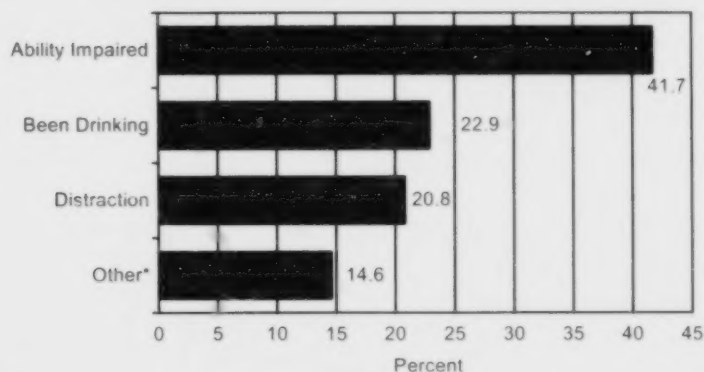
The most recorded human condition factors in accidents are:

- distraction, 3.0 percent;
- ability impaired by alcohol/had been drinking, 0.9 percent; and
- fatigue, 0.2 percent.

The next section presents at-fault human condition factors in accidents. At-fault human condition factors are those crashes where the "apparently normal" and "not stated" are excluded.

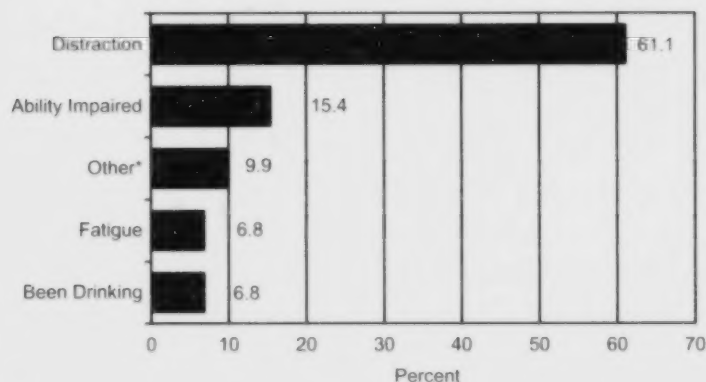
Comparison of At-Fault Human Condition Factors in Crashes

Fatal Collisions excluding "Apparently Normal" and "Not Stated"



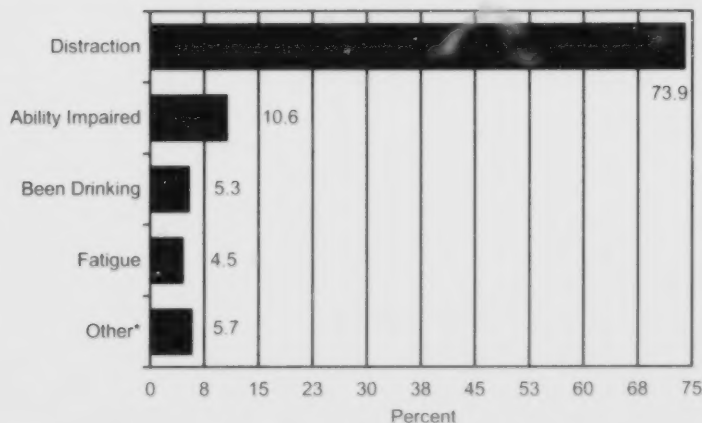
This graph demonstrates that among the at-fault drivers involved in fatal crashes, 64.6% were reported to have consumed alcohol. Of these drivers, (41.7%) "had their ability impaired by alcohol" and (22.9%) "had been drinking".

Injury Collisions excluding "Apparently Normal" and "Not Stated"



This graph illustrates a substantially different pattern of at-fault drivers involved in injury crashes. "Distraction/ inattention" (61.1%) was the most frequently reported at-fault driver condition. This was followed by "impaired by alcohol" (15.4%) and "fatigue" and "been drinking", each at 6.8 percent.

Property Damage Collisions excluding "Apparently Normal" and "Not Stated"



"Distraction/inattention" is the most significant at-fault driver condition in property damage crashes, accounting for 73.9 percent of at-fault conditions. Alcohol consumption accounted for 15.9 percent of at-fault driver conditions in property damage collisions.

*For all collisions, 'Other' may include loss of consciousness, unable to remember, defective eyesight, hearing, medical, physical and mental disability, sudden illness, impaired drugs and exceed hours of service. For fatal collisions, 'Other' includes fatigue in addition to those listed above.

Driver Involvement in Fatal Traffic Collisions
by Human Condition and Age Group
2007

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75+	NS	
Apparently Normal	1	4	2	11	11	4	8	8	1	0	50
Loss of Consciousness	0	0	0	0	0	1	0	0	0	0	1
Extreme Fatigue/Sleep	0	0	0	1	1	0	0	0	0	0	2
Defective Eyesight	0	0	0	0	0	0	0	0	1	0	1
Defective Hearing	0	0	0	0	0	0	0	0	0	0	0
Medical Disability	0	0	0	0	0	0	0	0	0	0	0
Physical Disability	0	0	0	0	0	0	1	0	0	0	1
Mental Disability	0	0	0	0	0	0	0	0	0	0	0
Mental Confusion	0	0	0	0	0	0	0	0	0	0	0
Sudden Illness	0	0	0	0	0	0	0	0	0	0	0
Ability Impaired Alcohol	1	2	8	5	2	0	2	0	0	0	20
Ability Impaired Drugs	1	1	0	0	0	0	0	0	0	0	2
Had Been Drinking Suspected Alcohol Use ¹	0	2	4	3	2	0	0	0	0	0	11
Distraction/Inattention	1	0	2	1	1	2	1	1	1	0	10
Exceed Hours of Service	0	0	0	0	0	0	0	0	0	0	0
Not Stated	0	2	6	7	8	6	2	2	4	0	37
Total	4	11	22	28	25	13	14	11	7	0	135
At-fault rate/10,000 active licensed drivers		1.1	2.3	0.8	0.4	0.2	0.3	0.2	0.5		0.6

¹ These statistics are only for those collisions where alcohol involvement was apparent.

The 20-24 age group had the highest rate of at-fault human condition factors in fatal collisions at 2.3 per 10,000 active licensed drivers followed by those aged 16-19, (1.1 per 10,000 active licensed drivers).

Driver Involvement in Injury Traffic Collisions
by Human Condition and Age Group
2007

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75+	NS	
Apparently Normal	5	399	614	953	1125	1036	638	262	149	345	5526
Loss of Consciousness	0	2	5	0	3	5	1	4	1	0	21
Extreme Fatigue/Sleep	0	10	6	7	5	5	5	1	3	2	44
Defective Eyesight	0	0	1	0	0	0	0	0	1	0	2
Defective Hearing	0	0	1	0	0	0	0	0	2	0	3
Medical Disability	0	0	0	2	1	1	0	4	0	0	8
Physical Disability	0	0	0	1	0	1	0	0	0	0	2
Mental Disability	0	1	0	0	1	1	0	1	0	0	4
Mental Confusion	0	2	1	3	2	2	0	1	4	0	15
Sudden Illness	0	1	0	0	1	0	2	1	1	0	6
Ability Impaired Alcohol	0	17	16	28	18	9	3	2	1	6	100
Ability Impaired Drugs	0	1	1	1	0	0	0	0	0	0	3
Had Been Drinking Suspected Alcohol Use ¹	1	8	10	9	5	4	1	2	0	4	44
Distraction/Inattention	2	58	60	63	64	52	32	19	15	31	396
Exceed Hours of Service	0	0	0	0	0	0	0	0	0	0	0
Not Stated	15	357	392	575	562	540	339	118	93	1556	4547
Total	23	856	1107	1642	1787	1656	1021	415	270	1944	10721
At-fault rate/10,000 active licensed drivers		22.1	16.7	9.5	7.3	5.2	3.8	5.4	6.3		8.8

¹These statistics are only for those collisions where alcohol involvement was apparent.

The 16-19 age group had the highest rate of at-fault human condition factors in injury collisions at 22.1 per 10,000 active licensed drivers, followed by 20-24 year olds at 16.7 per 10,000 active licensed drivers.

Driver Involvement in Property Damage Traffic Collisions
by Human Condition and Age Group
2007

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75+	NS	
Apparently Normal	13	1537	1771	2532	2706	2894	1858	889	572	1497	16269
Loss of Consciousness	0	1	2	3	1	1	0	1	1	0	10
Extreme Fatigue/Sleep	0	13	14	11	1	4	5	4	1	4	57
Defective Eyesight	0	2	0	2	4	0	2	0	4	1	15
Defective Hearing	0	0	0	0	0	1	0	0	0	0	1
Medical Disability	0	0	1	1	2	2	0	5	3	0	14
Physical Disability	0	1	0	1	2	3	2	0	2	0	11
Mental Disability	0	0	0	1	0	0	0	0	0	0	1
Mental Confusion	0	3	1	0	0	1	0	2	10	0	17
Sudden Illness	0	0	1	1	0	1	0	1	0	0	4
Ability Impaired Alcohol	1	20	30	25	23	17	8	6	0	5	135
Ability Impaired Drugs	0	0	0	0	1	0	0	0	0	0	1
Had Been Drinking Suspected Alcohol Use ¹	0	14	16	10	10	7	1	0	0	9	67
Distraction/Inattention	4	135	134	138	120	138	89	48	57	78	941
Exceed Hours of Service	0	0	0	0	0	0	0	0	0	0	0
Not Stated	30	1249	1204	1762	1836	2003	1350	646	440	5982	16502
Total	48	2975	3174	4487	4706	5072	3315	1602	1090	7576	34045
At-fault rate/10,000 active licensed drivers		41.7	32.9	16.1	12.0	11.3	9.4	10.4	17.6		17.2

¹These statistics are only for those collisions where alcohol involvement was apparent.

The 16-19 age group recorded the highest rate of at-fault human condition factors in property damage collisions at 41.7 per 10,000 active licensed drivers, followed by 20-24 year olds, (32.9 per 10,000 active licensed drivers) and drivers aged 75 years and over, (17.6 per 10,000 active licensed drivers).

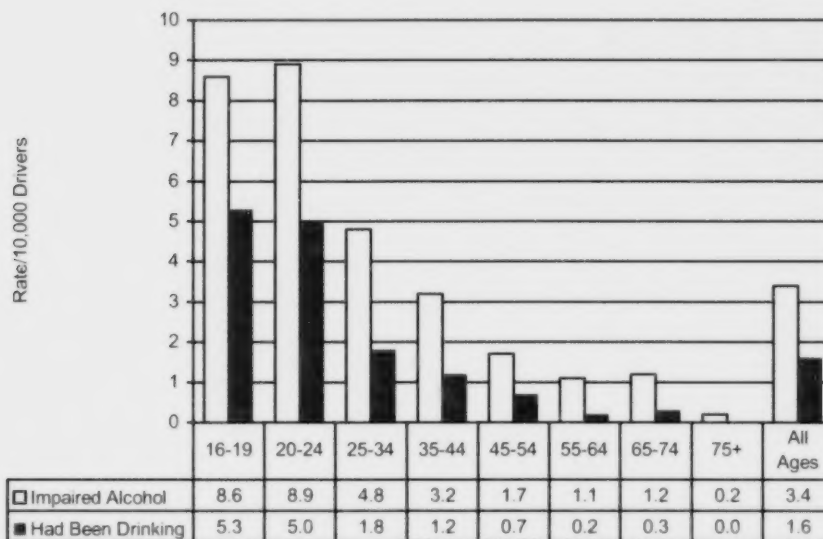
Driver Involvement in All Traffic Collisions
by Human Condition and Age Group
2007

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75+	NS	
Apparently Normal	19	1940	2387	3496	3842	3934	2504	1159	722	1842	21845
Loss of Consciousness	0	3	7	3	4	7	1	5	2	0	32
Extreme Fatigue/Sleep	0	23	20	19	7	9	10	5	4	6	103
Defective Eyesight	0	2	1	2	4	0	2	0	6	1	18
Defective Hearing	0	0	1	0	0	1	0	0	2	0	4
Medical Disability	0	0	1	3	3	3	0	9	3	0	22
Physical Disability	0	1	0	2	2	4	3	0	2	0	14
Mental Disability	0	1	0	1	1	1	0	1	0	0	5
Mental Confusion	0	5	2	3	2	3	0	3	14	0	32
Sudden Illness	0	1	1	1	1	1	2	2	1	0	10
Ability Impaired Alcohol	2	39	54	58	43	26	13	8	1	11	255
Ability Impaired Drugs	1	2	1	1	1	0	0	0	0	0	6
Had Been Drinking Suspected Alcohol Use ¹	1	24	30	22	17	11	2	2	0	13	122
Distraction/Inattention	7	193	196	202	185	192	122	68	73	109	1347
Exceed Hours of Service	0	0	0	0	0	0	0	0	0	0	0
Not Stated	45	1608	1602	2344	2406	2549	1691	766	537	7538	21086
Total	75	3842	4303	6157	6518	6741	4350	2028	1367	9520	44901
At-fault rate/10,000 active licensed drivers		64.9	51.9	26.5	19.8	16.7	13.6	15.9	24.4		26.6

¹These statistics are only for those collisions where alcohol involvement was apparent.

Overall, the 16-19 age group had the largest rate of at-fault human condition factors at 64.9 per 10,000 active licensed drivers, followed by the age groups 20-24 and 25-34, (51.9 per 10,000 active licensed drivers and 26.5 per 10,000 active licensed drivers respectively).

**Alcohol-Related Human Condition Factors
by 10,000 Active Licensed Drivers and Age Group
2007**



The above graph illustrates the involvement of young drivers in alcohol-related ("impaired driving" and "had been drinking/suspected alcohol use") crashes.

For impaired driving, the 20-24 age group had the highest involvement rate, (8.9 per 10,000 active licensed drivers), followed by the 16-19 age group, (8.6 per 10,000 active licensed drivers).

For "had been drinking/suspected alcohol use", the 16-19 age group had the highest rate at 5.3 per 10,000 active licensed drivers followed by 20-24 age group, (5.0 per 10,000 active licensed drivers).

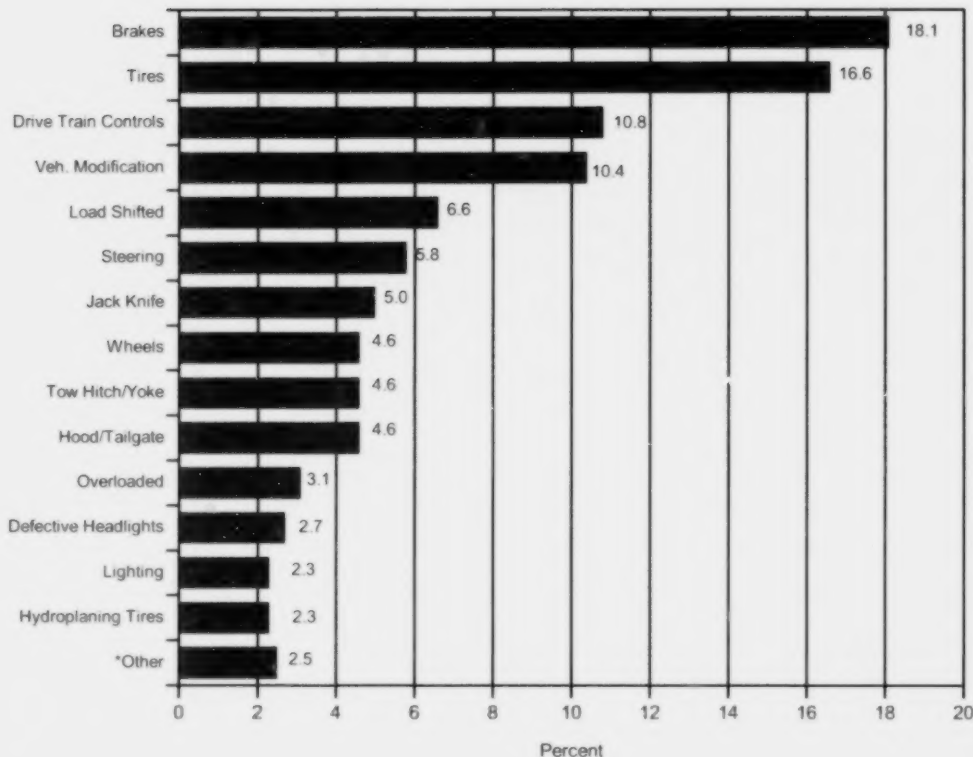
Vehicle Involvement in Traffic Collisions
by Vehicle Defect and Collision Severity
2007

Vehicle Defect ¹	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
No Apparent Defect	64	5511	15362	20937	43.2
Defective Brakes	0	16	31	47	0.1
Defective Steering	0	3	12	15	-.-
Defective Headlights	0	4	3	7	-.-
Defective Brake Lights	0	0	2	2	-.-
Defective Lighting (Unspecified)	0	3	3	6	-.--
Defective Engine Controls/Drive Train	0	6	22	28	0.1
Defective Suspension/Wheels	0	3	9	12	-.-
Defective Tires	1	14	28	43	0.1
Defective Tow Hitch/Yoke	0	1	11	12	-.-
Defective Exhaust System	0	1	1	2	-.-
Hood/Tailgate/Door/Covering Opened	0	2	10	12	-.-
Defective Glazing (obscured window)	0	1	0	1	-.-
Vehicle Modifications	1	0	26	27	0.1
Fire	0	0	1	1	-.-
Overloaded/Oversized	0	1	7	8	-.-
Load Shifted/Spilled	0	6	11	17	-.-
Jack-Knife/Trailer Swing	0	1	12	13	-.-
Hydroplaning of Tires	0	1	5	6	-.-
Not Stated	75	5550	21766	27391	56.4
Total	141	11124	37322	48587	100.0

¹The reader is cautioned that the "vehicle defect" statistics are obtained from the traffic accident reports completed by the person reporting the collision and as such they may be unaware of any vehicle defect.

Of the total number of vehicles involved in traffic collisions, 43.2 percent had "no apparent defect" at the time of collision occurrence. Only 0.4 percent or 259 of the vehicles involved were reported to have had a vehicle defect that contributed to a collision. When a defect is noted, brakes and tire conditions are the most frequently noted defect.

**Distribution of At-Fault Vehicle Defect Factors
in Collision Causation
2007**



*Other includes "defective brake lights", "exhaust system", "defective glazing" and "fire".

Note: At-fault vehicle defects are those where "no apparent defect" and "not stated" are excluded.

The distribution of at-fault "vehicle defects" is based on 259 vehicles involved in traffic collisions that had an apparent defect at time of collision occurrence.

Vehicle Involvement in Traffic Collisions
by Environmental Condition and Collision Severity
2007

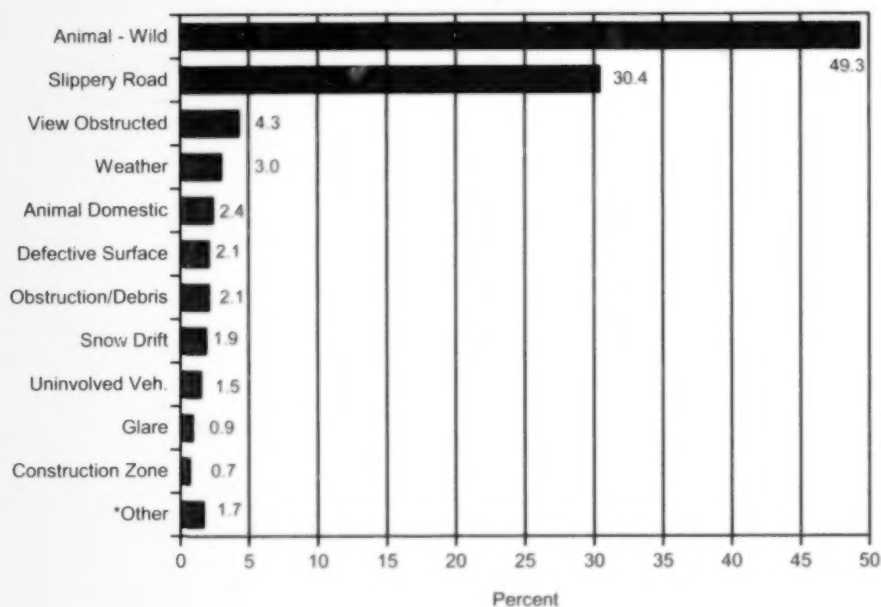
Environmental Condition	Collision Severity			Total	%
	Fatal	Injury	P. Damage		
No Apparent Contributing Factor	125	10117	32008	42250	87.0
Animal Action – Wild	0	237	2885	3122	6.4
Animal Action – Domestic	2	26	126	154	0.3
Slippery Road Surface	9	430	1484	1923	4.0
Snow Drift	0	25	95	120	0.2
Obstruction/Debris on Roadway	0	16	115	131	0.3
View Obstructed/Limited	3	65	202	270	0.6
Glare	0	17	42	59	0.1
Construction Zone	0	9	35	44	0.1
Defective Driving Surface	1	41	91	133	0.3
Shoulders Defective	0	6	10	16	-.-
Lane Markings Inadequate	0	1	4	5	-.-
Defective/Inoperative Traffic Control Device	0	7	12	19	-.-
Weather	1	63	125	189	0.4
Pedestrian Corridor in Use	0	19	6	25	0.1
Uninvolved Vehicle	0	26	66	92	0.2
Uninvolved Pedestrian	0	10	7	17	-.-
Presence of Prior Accident	0	9	9	18	-.-
Total	141	11124	37322	48587	100.0

Environmental conditions were cited as contributing factors for 13.0 percent of all vehicles involved in traffic collisions.

"Slippery road surface" conditions were cited as a contributing factor for 56.3 percent of at-fault vehicles involved in fatal crashes, 42.7 percent in injury crashes, and 27.9 percent in property damage crashes.

Environmental conditions related to "wild animal action" were cited as a contributing factor for 23.5 percent of at-fault vehicles involved in injury crashes and 54.3 percent of property damage crashes.

Distribution of At-Fault Environmental Factors
in Collision Causation
2007



*Other includes "pedestrian corridor", "uninvolved pedestrian", "prior accident", "defective shoulders", "traffic control device" and "lane markings".

Environmental conditions were a factor in the involvement of 6,337 vehicles in collisions.

Section 10

National Safety Code Monitoring Report





INTRODUCTION TO SECTION 10

This section reports on commercial vehicle involvement in collisions. The table on page 114 indicates the type and number of commercial vehicles involved in fatal, injury, and property damage collisions. The table on page 115 indicates the number of individuals killed or injured in collisions involving commercial vehicles.

The National Safety Code vehicle categories include: trucks greater than 4500 kilograms, tractor/semi-trailers, other trucks, school buses, transit buses, intercity buses, and other buses. These vehicles are defined as follows:

Truck greater than 4500 kilograms (unit chassis) - includes all straight trucks with a gross vehicle mass 4,500 kg. and over on the vehicle registration. DOES NOT include truck tractors with a fifth wheel assembly.

Power Unit for Semi-Trailer - truck tractors used for the moving of cargo in or on a trailer by means of a fifth wheel connection. DOES NOT include pickups equipped with a fifth wheel.

Truck (Other) - used if the type and size of truck is unknown.

School Bus - a bus authorized for the transportation of students to or from school and related school activities.

Transit Bus (Urban) - a bus used for commercial carrying of passengers within an urban area.

Inter-City Bus - a bus licensed for inter-city or provincial travel.

Bus (Other) - includes personal use of buses and bus type conversions, but does not include original equipment manufacture type; for example, buses converted to motorhomes.

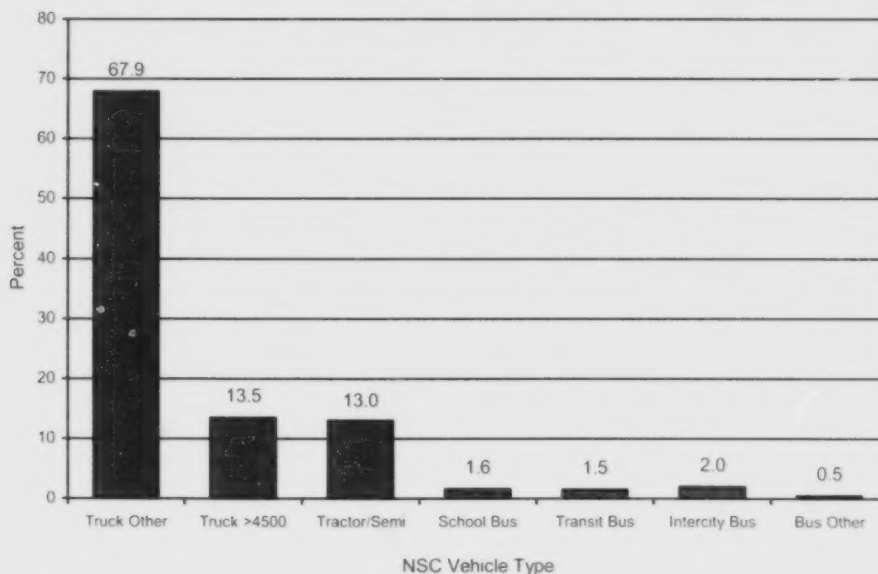
Those vehicles bearing a National Safety Code Number are entered onto the National Safety Code Collision Monitoring Report.

Commercial Vehicle Traffic Collisions¹
by NSC Commercial Vehicle Category and Collision Severity
2007

Vehicle Category	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Truck >4500 kg	4	133	429	566	13.5
Tractor/Semi	14	124	403	541	13.0
Truck (Other)	5	629	2199	2833	67.9
School Bus	1	8	59	68	1.6
Transit Bus	0	21	40	61	1.5
Intercity Bus	0	16	68	84	2.0
Bus (Other)	0	3	18	21	0.5
Total	24	934	3216	4174	100.0

¹Chart presents the number of commercial vehicles involved in traffic accidents by NSC vehicle category.

Distribution of Total Commercial Vehicle Collisions
by NSC Commercial Vehicle Category
2007



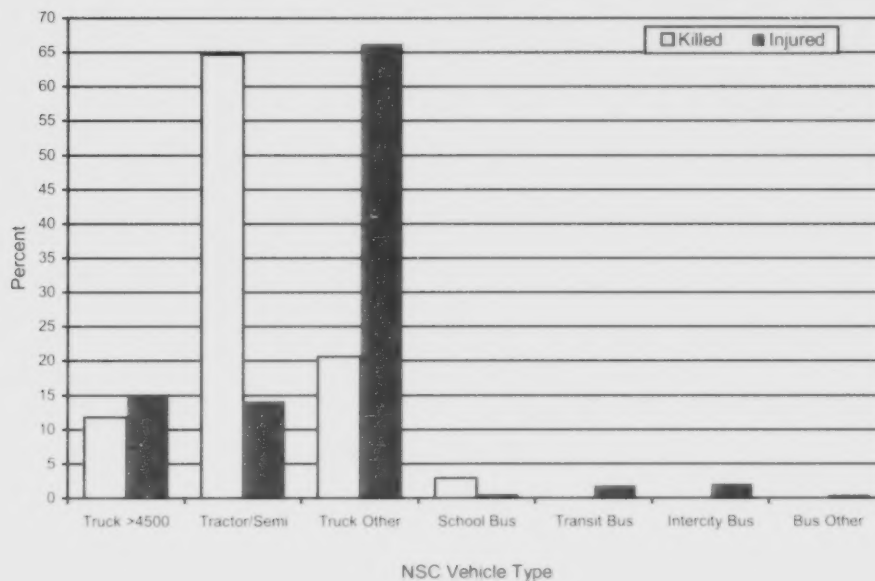
Commercial Vehicle Traffic Collision Victims¹
by NSC Commercial Vehicle Category and Casualty Type
2007

Vehicle Category	Casualty Type		Total	%
	Killed	Injured		
Truck >4500 kg	4	205	209	14.6
Tractor/Semi	22	196	218	15.3
Truck (Other)	7	925	932	65.2
School Bus	1	9	10	0.7
Transit Bus	0	25	25	1.8
Intercity Bus	0	29	29	2.0
Bus (Other)	0	6	6	0.4
Total	34	1395	1429	100.0

¹Chart presents the number of people killed or injured when a commercial vehicle was involved in traffic accidents by NSC vehicle category.

Note: The majority of victims did not die in the NSC vehicle but were killed or injured as drivers or passengers in another type of vehicle (i.e. motor vehicle, bicyclist, motorcyclist, pedestrians etc).

Comparison of Commercial Vehicle Traffic Collision Victims
by NSC Commercial Vehicle Category and Casualty Type
2007



Commercial Vehicle Involvement in Traffic Collisions
by Pre-Collision Activity and Collision Severity
2007

Pre-Collision Activity	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Going Straight Ahead	18	188	431	637	44.4
Turning Left	1	23	106	130	9.0
Turning Right	0	17	84	101	7.0
Making U Turn	0	0	7	7	0.5
Changing Lanes – Left	0	6	17	23	1.6
Changing Lanes – Right	0	2	27	29	2.0
Merging	1	1	6	8	0.6
Reversing	0	6	86	92	6.4
Overtaking	0	9	9	18	1.2
Slowing/Stopping on Roadway	0	11	30	41	2.9
Stopped in Traffic	1	13	70	84	5.8
Starting in Traffic	0	0	4	4	0.3
Leave Parking Position/Roadside	0	1	7	8	0.6
Enter Parking Position/Roadside	1	0	1	2	0.1
Parked Legally	0	3	30	33	2.3
Parked Illegally	0	1	3	4	0.3
Swerving	1	2	8	11	0.8
Not Applicable	1	48	155	204	14.2
Total	24	331	1081	1436	100.0

Of the total NSC vehicles involved in traffic collisions, 44.4 percent (637) were moving "straight ahead" when accident involvement occurred, 9.0 percent (130) were "turning left", and 7.0 percent (101) were "turning right."

Commercial Driver Involvement in Traffic Collisions
by At-Fault Human Condition and Collision Severity
2007

Human Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Apparently Normal	16	176	524	716	49.8
Blackout	1	1	0	2	0.1
Fell Asleep	0	3	3	6	0.4
Ability Impaired by Alcohol	0	1	2	3	0.2
Had Been Drinking/Suspected Alcohol Use	0	1	0	1	0.1
Distraction/Inattention	1	15	44	60	4.2
Physical Disability	0	0	1	1	0.1
Medical Disability	0	0	1	1	0.1
Not Stated	6	134	506	646	45.0
Total	24	331	1081	1436	100.0

Of the total NSC drivers involved in collisions, 49.9 percent were cited as having been "apparently normal" at the time of the collision. Seventy-four or 5.1 percent of NSC drivers had a known at-fault human condition.

The leading conditions were:

- "distraction / inattention",
- "fell asleep", and
- ability impaired by alcohol.



Section 11

**Off-Road
Vehicle Collisions**





INTRODUCTION TO SECTION 11

This section highlights a 10-year summary of the four main elements of traffic collisions involving off-road vehicles:

- the number of collisions;
- the number of victims killed or injured;
- the number of vehicles involved; and,
- the number of drivers involved.

There are three accident severity types: fatal, injury, and property damage. A fatal traffic accident is a collision where an injured victim dies within 30 days. An injury accident is a crash resulting in injury, but not death. A property damage accident is a motor vehicle crash resulting in damage to vehicle and/or property in excess of \$1000 or more, and which did not result in death or injury. Fatal, injury and property damage accidents are to be reported to a law enforcement agency.

The elements contained in this section include:

- total victims, vehicles, and drivers involved in off-road vehicle collisions;
- month, day, and time of collision;
- collision locations;
- breakdown of collision victims by age group, casualty type, and gender;
- at-fault factors (driver actions and driver conditions); and
- driver involvement by age group and collision type.

It is important to note that the number of fatal or injured collisions is not an indicator of the number of fatal or injured victims as each collision can result in multiple victims.

Off-Road Vehicle
Collision Summary
1998 – 2007

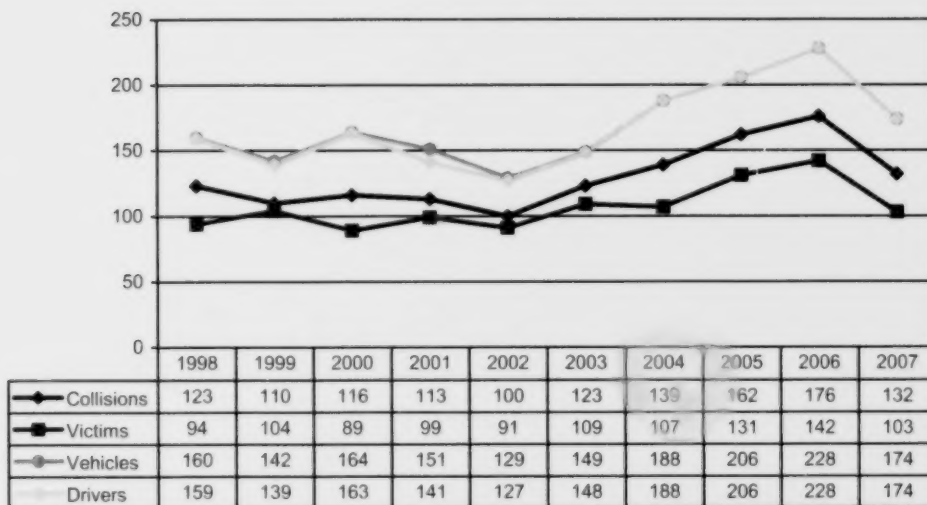
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Total Collisions	123	110	116	113	100	123	139	162	176	132
Fatal	10	8	9	9	4	7	7	9	9	6
Injury	64	76	64	72	62	80	81	104	107	78
Property Damage	49	26	43	32	34	36	51	49	60	48
Total Victims	94	104	89	99	91	109	107	131	142	103
Killed	10	8	10	10	5	7	7	9	9	6
Injured	84	96	79	89	86	102	100	122	133	97
Total Vehicles Involved	160	142	164	151	129	149	188	206	228	174
Fatal	13	9	17	13	8	8	9	11	12	8
Injury	83	99	85	95	73	92	111	134	138	98
Property Damage	64	34	62	43	48	49	68	61	78	68
Total Drivers Involved	159	139	163	141	127	148	188	206	228	174
Fatal	12	9	15	13	7	8	9	11	12	8
Injury	83	97	84	87	73	91	111	134	138	98
Property Damage	64	33	64	41	47	49	68	61	78	68

Total off-road collisions decreased by 25.0 percent, from 176 in 2006 to 132 in 2007. Fatal collisions dropped by 3 from 9 to 6. Injury collisions decreased by 27.1 percent, from 107 to 78. Property damage collisions decreased by 20.0 percent, from 60 to 48.

Off-road vehicle collision victims decreased by 27.5 percent, from 142 in 2006 to 103 in 2007. The number of victims killed also dropped from 9 to 6. Victims injured decreased by 27.1 percent, from 133 in 2006 to 97 in 2007.

There were 174 vehicles involved in off-road collisions in 2007, (23.7%) less than the 228 recorded in 2006. The number of vehicles involved in off-road fatal accidents dropped from 12 to 8. Vehicles involved in off-road injury crashes decreased by 29.0 percent from 138 in 2006 to 98 in 2007. Vehicles involved in off-road property damage crashes decreased by 12.8 percent from 78 in 2006 to 68 in 2007.

Comparison of Total Off-Road Vehicle Collisions,
Collision Victims, Vehicle and Driver Involvement
1998 – 2007



Off-Road Vehicle
Collisions by Vehicle Involvement
2007

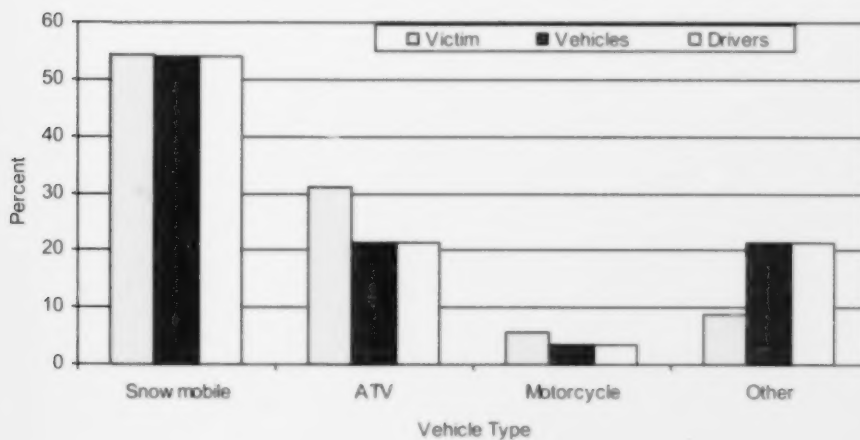
	Snowmobile	ATV ¹	Motorcycle	Other ²	Total
Total Victims	56	32	6	9	103
Killed	2	4	0	0	6
Injured	54	28	6	9	97
Total Vehicles Involved	94	37	6	37	174
Fatal	3	5	0	0	8
Injury	50	24	6	18	98
Property Damage	41	8	0	19	68
Total Drivers Involved	94	37	6	37	174
Fatal	3	5	0	0	8
Injury	50	24	6	18	98
Property Damage	41	8	0	19	68

¹ATV (All Terrain Vehicles) includes vehicles with 3, 4 and 6 wheels.

²Vehicles not registered as an off-road vehicle, including not stated category.

Snowmobiles accounted for 54.4 percent of all victims, 54.0 percent of all vehicles involved, and 54.0 percent of all drivers involved.

Distribution of Off-Road Vehicle Collisions
by Victims, Vehicle Type and Drivers
2007



Off-Road Vehicle Collision Involvement by
Vehicle Type and Active Registration
2007

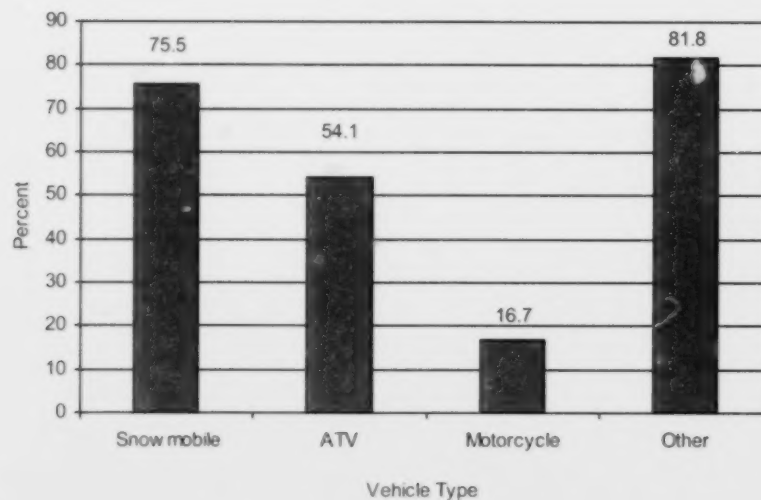
Vehicle Type	Active Registration			Total	% known to be registered
	Yes	No	Not Stated		
Snowmobile	71	10	13	94	75.5
ATV	20	2	15	37	54.1
Motorcycle	1	0	5	6	16.7
Other ORV ²	4	0	0	4	100.0
Other ¹	27	4	2	33	81.8
Total	123	16	35	174	70.7

¹ Vehicles not registered as an off-road vehicle and those listed under "not stated" category.

² Other ORV category includes: dune/sport buggy, 4 wheel drive motor vehicle (operated off-road), and amphibious vehicle.

Of all vehicles involved in off-road collisions, 70.7 percent were known to have been registered.

Percentage of Registered Vehicles
Involved in Off-Road Collisions
2007

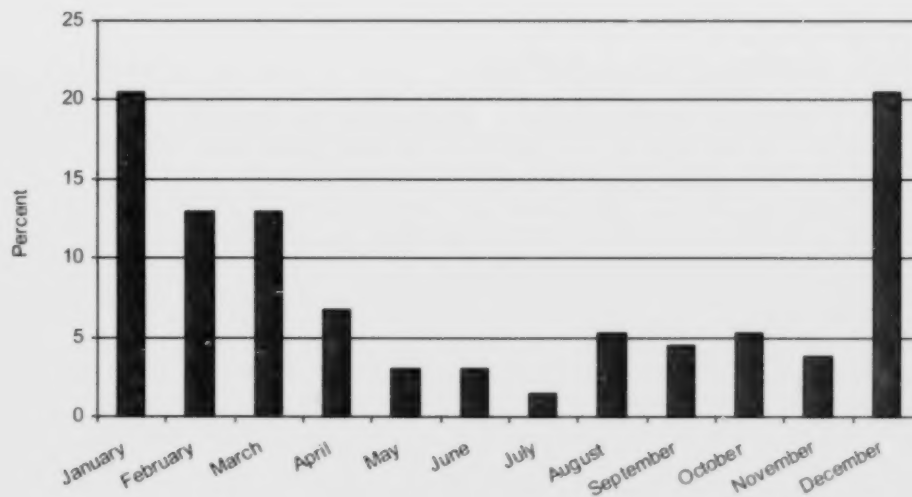


Off-Road Vehicle Collisions by Month of Occurrence and Collision Severity 2007

Month	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
January	0	12	15	27	20.5
February	0	14	3	17	12.9
March	2	7	8	17	12.9
April	0	8	1	9	6.8
May	0	3	1	4	3.0
June	0	3	1	4	3.0
July	0	2	0	2	1.5
August	1	4	2	7	5.3
September	3	1	2	6	4.5
October	0	6	1	7	5.3
November	0	3	2	5	3.8
December	0	15	12	27	20.5
Total	6	78	48	132	100.0

Of the 132 off-road vehicle collisions, December and January each had 27 collisions. Three of six fatal collisions occurred in September, two in March and one in August.

Distribution of Total Off-Road Vehicle Collisions by Month of Occurrence 2007



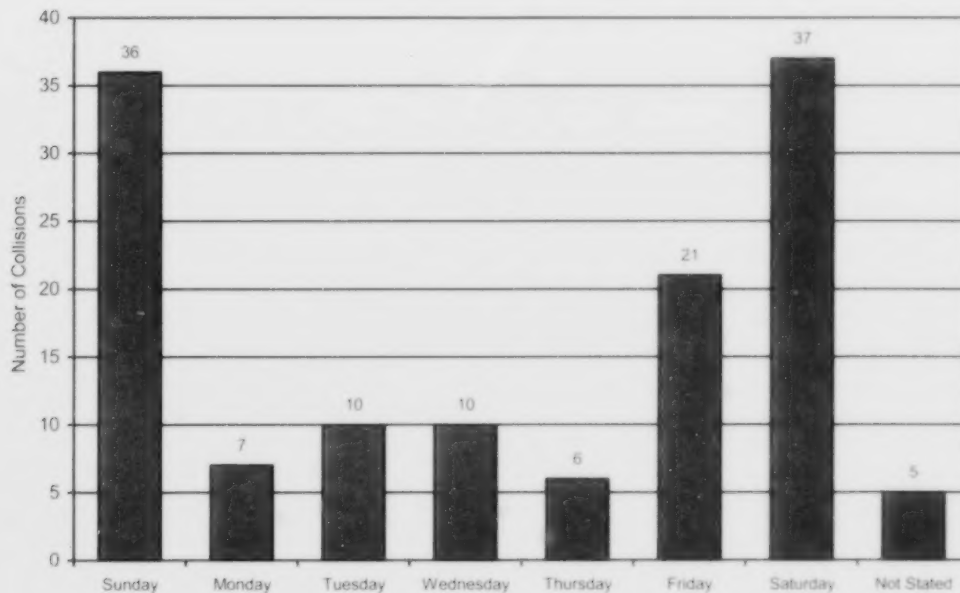
Off-Road Vehicle
Collisions by Day of Occurrence and Collision Severity
2007

Day	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Sunday	2	21	13	36	27.3
Monday	0	2	5	7	5.3
Tuesday	0	6	4	10	7.6
Wednesday	1	5	4	10	7.6
Thursday	0	5	1	6	4.5
Friday	0	13	8	21	15.9
Saturday	3	23	11	37	28.0
Not Stated	0	3	2	5	3.8
Total	6	78	48	132	100.0

Most off-road fatal vehicle collisions happened on Saturday (3) and Sunday (2). Only one off-road fatal crash occurred on a weekday.

Off-road injury collisions happened most often on Saturday (23) and Sunday (21) and least often on Mondays (2).

Distribution of Total Off-Road Vehicle Collisions
by Day of Occurrence
2007

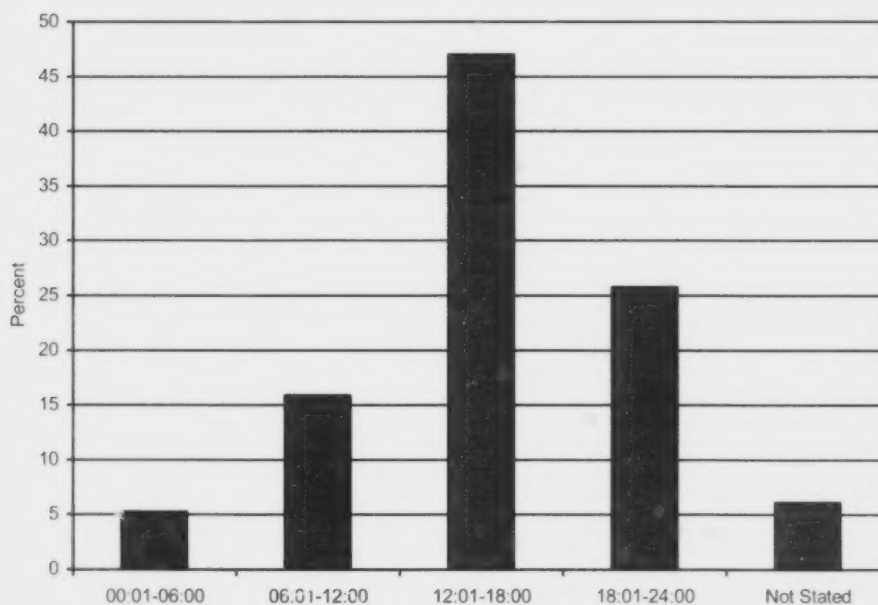


Off-Road Vehicle
Collisions by Time of Occurrence and Collision Severity
2007

Time	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
00:01 – 06:00	2	3	2	7	5.3
06:01 – 12:00	1	13	7	21	15.9
12:01 – 18:00	0	39	23	62	47.0
18:01 – 24:00	2	18	14	34	25.8
Not Stated	1	5	2	8	6.1
Total	6	78	48	132	100.0

Most off-road vehicle collisions occurred between 12:01 – 18:00, (47.0%). Each of the time periods 00:01 – 06:00 and 18:01 – 24:00 had 2 fatal collisions, while injury and property damage collisions happened mostly in the afternoon between 12:01 – 18:00.

Distribution of Total Off-Road Vehicle Collisions
by Time of Occurrence and Collision Severity
2007

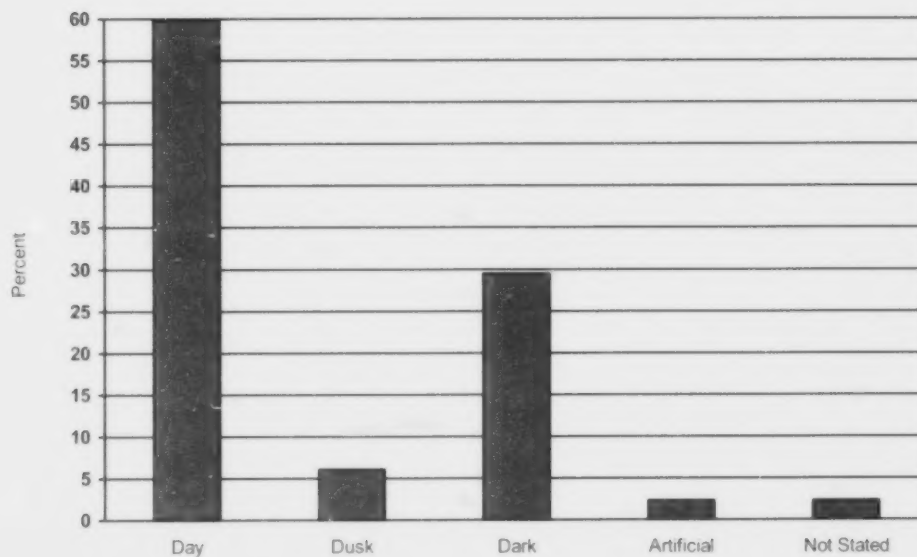


Off-Road Vehicle
Collisions by Light Condition and Collision Severity
2007

Light Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Day	2	48	29	79	59.8
Dawn	0	0	0	0	0.0
Dusk	0	6	2	8	6.1
Dark	4	20	15	39	29.5
Artificial Light	0	1	2	3	2.3
Not Stated	0	3	0	3	2.3
Total	6	78	48	132	100.0

Two of the off-road fatal collisions occurred in daylight and four in darkness. Most (61.5%) injury collisions took place during daylight conditions. Most property damage collisions also took place in daylight conditions, (60.4%).

Distribution of Total Off-Road Vehicle Collisions
by Light Condition and Collision Severity
2007

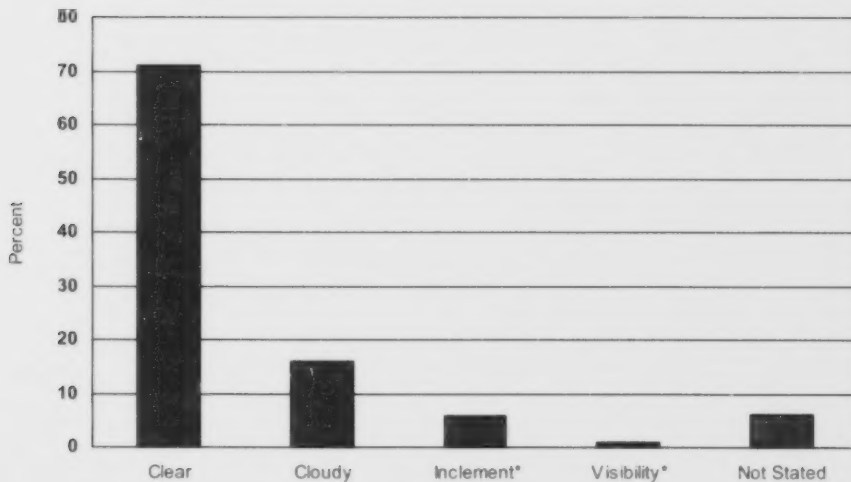


Off-Road Vehicle
Collisions by Weather Condition and Collision Severity
2007

Weather Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Clear	6	56	32	94	71.2
Cloudy	0	11	10	21	15.9
Raining	0	2	2	4	3.0
Snowing	0	1	2	3	2.3
Fog/Mist	0	1	0	1	0.8
Smoke/Dust	0	0	0	0	0.0
Drifting Snow	0	1	0	1	0.8
Strong Winds	0	0	0	0	0.0
Not Stated	0	6	2	8	6.1
Total	6	78	48	132	100.0

Of all off-road vehicle collisions, 71.2 percent happened during clear weather conditions, 15.9 percent during cloudy weather conditions, and 6.9 percent under inclement (raining, snowing, freezing/rain/sleet etc) and visibility (fog/mist, smoke/dust) weather conditions.

Comparison of Off-Road Vehicle Collisions
by Weather Condition
2007



*Inclement weather includes raining, snowing, drifting snow, freezing rain/sleet, and strong winds.

*Visibility weather conditions include fog/mist and smoke/dust.

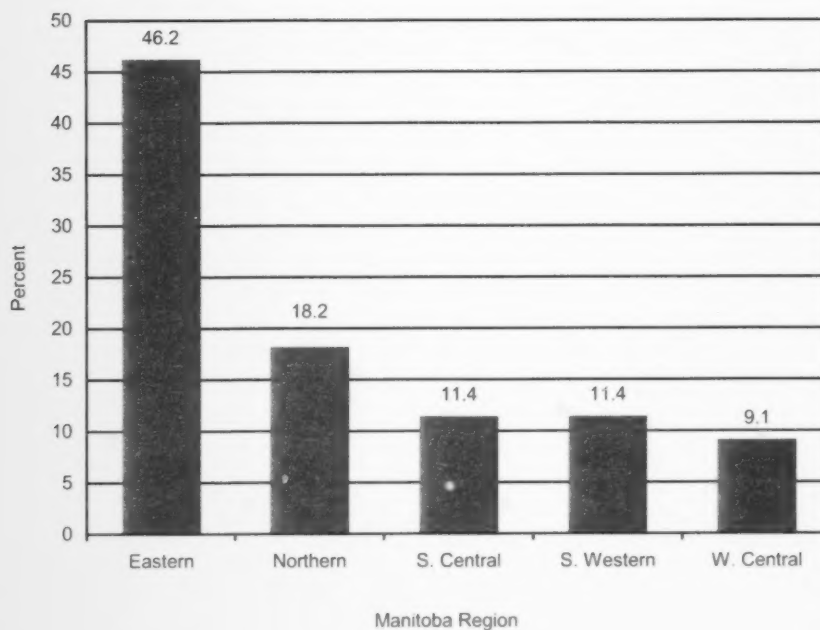
Off-Road Vehicle
Collisions by Manitoba Region¹ and Collision Severity
2007

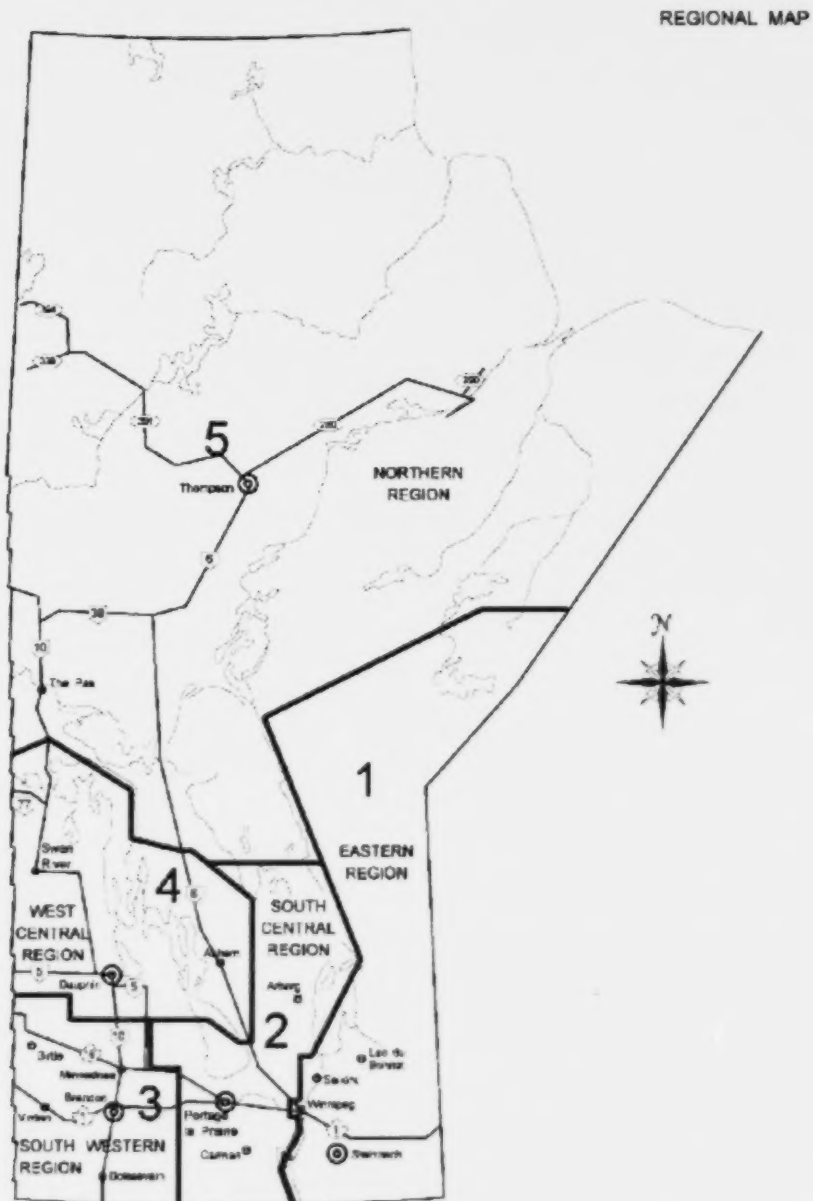
Region	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Eastern Region	3	39	19	61	46.2
South Central Region	0	9	6	15	11.4
South Western Region	2	5	8	15	11.4
West Central Region	0	6	6	12	9.1
Northern Region	1	17	6	24	18.2
Not Stated	0	2	3	5	3.7
Total	6	78	48	132	100.0

¹ For regional boundaries, refer to the map on the next page.

The "eastern" region of Manitoba accounted for 46.2 percent (61) of total off-road vehicle collisions followed by the "northern" region, 18.2 percent (24).

Comparison of Off-Road Vehicle Collisions
by Manitoba Region
2007





Source: Manitoba Infrastructure and Transportation, Traffic Engineering

Off-Road Vehicle
Collisions by Location and Collision Severity
2007

Location	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Public Roadway	2	14	11	27	20.5
Ditches	0	14	9	23	17.4
River/Lake	0	6	3	9	6.8
Field	1	5	3	9	6.8
Bush Trails/Winter Road	0	6	2	8	6.1
Farm Yard/Private Property	1	14	2	17	12.9
Marked/Groom Trails	2	11	10	23	17.4
Parking Lot	0	3	3	6	4.6
Unmarked trail/hill	0	0	2	2	1.5
Floodway/Diversion/Bridge	0	3	1	4	3.0
Not Stated	0	2	2	4	3.0
Total	6	76	48	132	100.0

Most off-road collisions took place on "public roadways" (27). Of the 27 collisions:

- 2 were fatal collisions,
- 14 were injury collisions, and
- 11 were property damage collisions.

The next three most frequent collision locations were:

- "ditches" (17.4%),
- "marked groom trails" (17.4%), and
- farm yard/private property at 12.9 percent.

Off-Road Collision Victims
by Age Group, Casualty Type and Gender
2007

Age Group	Casualty Type						Total Victims
	Killed			Injured			
	Male	Female	Total	Male	Female	Total	
0-4	0	0	0	1	1	2	2
5-9	1	0	1	1	1	2	3
10-14	0	0	0	10	5	15	15
15-19	0	0	0	14	2	16	16
20-24	1	0	1	6	2	8	9
25-34	2	1	3	16	5	21	24
35-44	1	0	1	12	2	14	15
45-54	0	0	0	8	4	12	12
55-64	0	0	0	2	1	3	3
65+	0	0	0	1	0	1	1
Not Stated	0	0	0	1	2	3	3
Total	5	1	6	72	25	97	103

Male victims accounted for 74.8 percent (77) of all off-road vehicle casualties, whereas females accounted for 25.2 percent (26). Of the 103 victims, the 25-34 age group had the largest number of casualties (24).

Off-Road Collision Victims
by Safety Equipment and Casualty Type
2007

Safety Equipment	Casualty Type		Total Victims
	Killed	Injured	
Safety Helmet Worn	2	39	41
Safety Helmet Not Worn	2	27	29
Not Stated	0	12	12
Not Applicable ¹	2	19	21
Total	6	97	103

¹Victims who were not operators/passengers of off-road vehicles

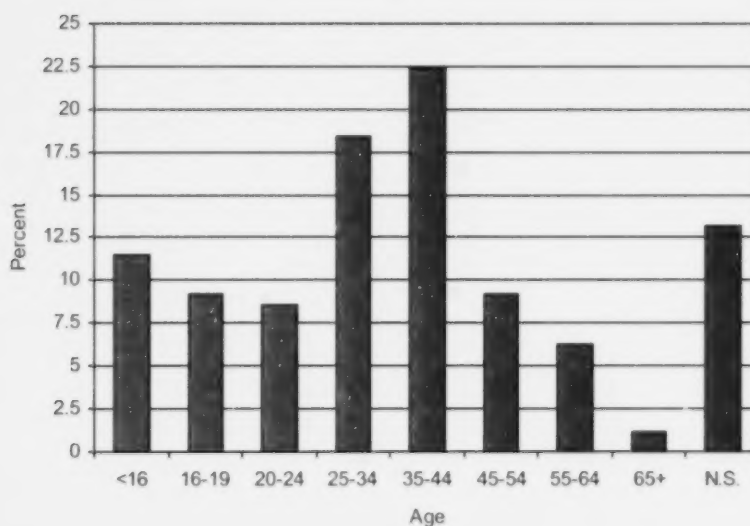
Of the total number of off-road vehicle collision victims, 35.4 percent (29) were reported as not wearing a safety helmet at time of collision occurrence, while 50.0 percent (41) were reported as wearing a safety helmet.

Driver Involvement in Off-Road Vehicle Collisions
by Age Group and Collision Severity
2007

Age Group	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
<16	1	17	2	20	11.5
16-19	1	10	5	16	9.2
20-24	2	9	4	15	8.6
25-34	3	17	12	32	18.4
35-44	1	17	21	39	22.4
45-54	0	11	5	16	9.2
55-64	0	4	7	11	6.4
65+	0	1	1	2	1.1
Not Stated	0	12	11	23	13.2
Total	8	98	68	174	100.0

Of the known number of drivers involved in off-road vehicle collisions, 25.8 percent were aged 35-44, and 21.2 percent were aged 25-34.

Distribution of Total Driver Involvement in Off-Road Vehicle Collisions
by Age Group
2007



Driver Involvement in Off-Road Vehicle Collisions
by Active Driver's Licence and Collision Severity
2007

Active Driver's Licence	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Yes	3	66	57	126	72.4
No	1	20	5	26	14.9
Not Stated	3	12	6	21	12.1
Not Applicable	1	0	0	1	0.6
Total	8	98	68	174	100.0

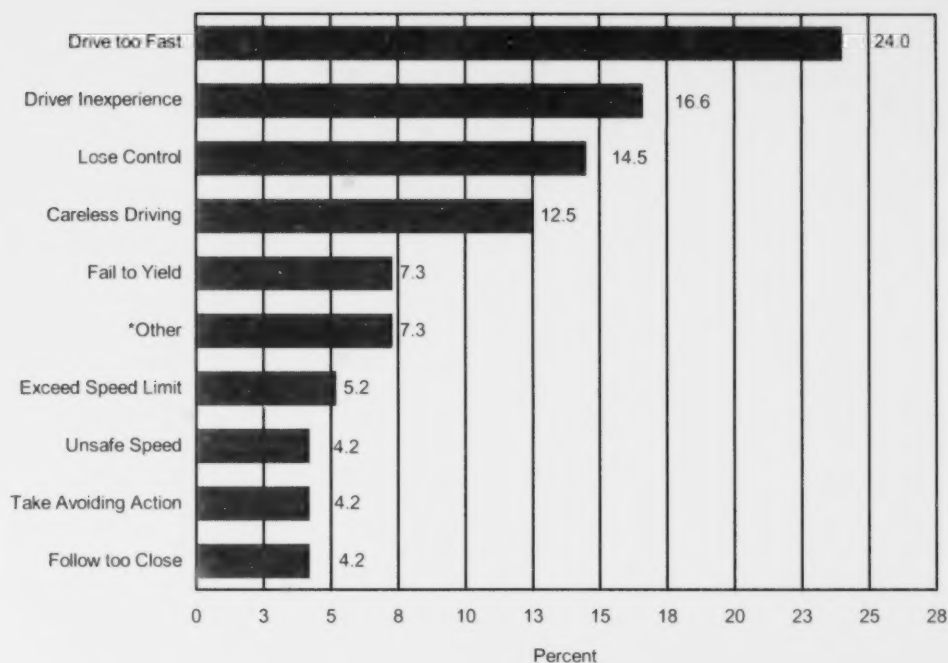
At time of collision, 72.4 percent of drivers involved in off-road vehicle collisions had an active driver's licence.

Driver Involvement in Off-Road Vehicle Collisions
by At-Fault Driver Action and Collision Severity
2007

Driver Action	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Drive Properly ¹	1	34	37	72	41.4
Follow Too Closely	0	1	3	4	2.3
Turn Improperly	0	1	0	1	0.6
Exceed Speed Limit	2	1	2	5	2.9
Drive Too Fast For Conditions	2	16	5	23	13.2
Unsafe Operating Speed	0	4	0	4	2.3
Failed to Yield Right of Way	0	3	4	7	4.1
Disobeyed Traffic Control Device	0	1	1	2	1.1
Backing Unsafely	0	1	1	2	1.1
Careless Driving	1	9	2	12	6.9
Lost Control/Drive Off-Road	1	10	3	14	8.1
Leave Stop Sign before Safe	0	1	1	2	1.1
Taking Avoiding Action	0	2	2	4	2.3
Driver Inexperience	1	12	3	16	9.2
Pedestrian Error/Confusion	0	1	1	2	1.1
Not Applicable	0	1	3	4	2.3
Total	8	98	68	174	100.0

¹No apparent improper driving action

Comparison of At-Fault Driver Actions
in Off-Road Vehicle Collisions
2007



*The 'other' category includes back-up unsafely, disobeyed traffic control device, leave stop sign before safe to do so and turning improperly.

When a driver action is recorded the three most common at-fault driver actions in off-road collisions were:

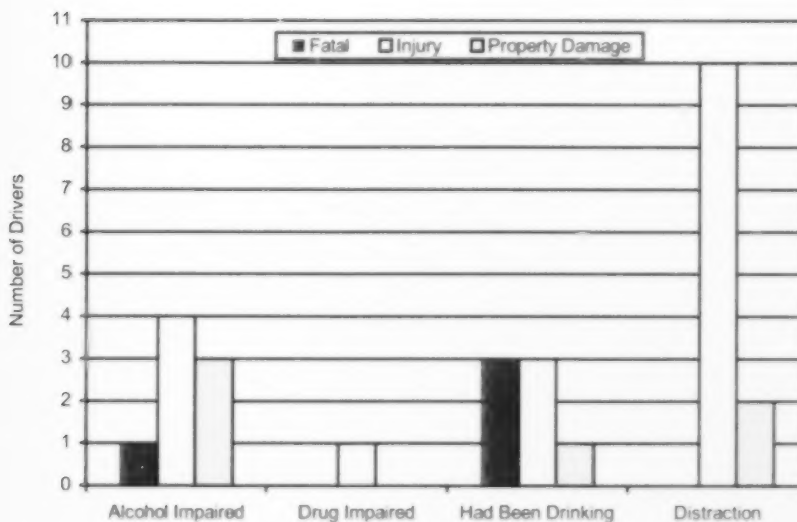
- driving too fast for conditions – 24 percent,
- driver inexperience - 16.6 percent, and
- lose control – 14.5 percent.

**Driver Involvement in Off-Road Vehicle Collisions
by At-Fault Human Condition Factors and Collision Severity
2007**

Human Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Apparently Normal	4	79	59	142	81.6
Ability Impaired by Alcohol	1	4	3	8	4.6
Ability Impaired by Drugs	0	1	0	1	0.6
Had Been Drinking/Suspected Alcohol Use	3	3	1	7	4.0
Distraction/Inattention	0	10	2	12	6.9
Not Stated	0	1	3	4	2.3
Total	8	98	68	174	100.0

Of the 174 drivers involved in off-road vehicle collisions, 28 or 16.1 percent were known to have at-fault human condition factors. Of the 8 drivers involved in fatal off-road vehicle collisions, 3 were known to have at-fault human condition factors. Overall, "distraction", "had been drinking/suspected alcohol use", and "ability impaired by alcohol" were reported as the most common at-fault human condition factors.

**Distribution of Total At-Fault Drivers
by Human Contributing Factors
2007**



**Vehicle Involvement in Off-Road Vehicle Collisions
by Vehicle Condition Contributing Factors and Collision Severity
2007**

Vehicle Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
No Apparent Defect	6	64	49	119	89.5
Defective Brakes	0	1	0	1	0.8
Defective Steering	0	1	0	1	0.8
Defective Headlights	0	1	1	2	1.5
Defective Lighting	0	1	0	1	0.8
Defective Engine Concls – Drive Train	0	2	0	2	1.5
Defective Tires	0	1	0	1	0.8
Fire	0	0	2	2	1.5
Not Applicable	0	1	3	4	3.0
Total	6	72	55	132	100.0

The following 10 vehicle conditions contributed to off-road vehicle crashes: "defective headlights" (2), "engine controls" (2) and "fire" (2), while "defective brakes" (1), "steering" (1), lighting" (1) and "tires" (1) each contributed to an off-road vehicle collision. In almost 90.0 percent of off-road crashes there were no "apparent defects" with the vehicle.

**Off-Road Vehicle Involvement
by Environmental Condition Contributing Factors and Collision Type
2007**

Environmental Condition	Collision Type			Total	%
	Fatal	Injury	Property Damage		
Animal Action - Wild	0	0	1	1	1.8
Animal Action – Domestic	0	1	0	1	1.8
Slippery Road Surface	0	7	1	8	14.6
Snow Drift	0	6	6	12	21.8
Obstruction/Debris in Roadway	1	2	7	10	18.2
View Obstructed/ Limited	0	4	2	6	10.9
Glare/Reflection	0	1	0	1	1.8
Defective Driving Surface	0	5	5	10	18.2
Lane Markings Inadequate	0	0	1	1	1.8
Defective Control Device	0	2	0	2	3.6
Weather	0	2	1	3	5.5
Total	1	30	24	55	100.0

The leading environmental conditions in off-road vehicle collisions were: "snow drift", "obstruction/debris", and "defective driving surface".



Section 12

**Alcohol-Related
Criminal Code Convictions**



INTRODUCTION TO SECTION 12

This section reports on the number of drivers convicted of alcohol-related Criminal Code offences in three date segments: 1989-2006 (inclusive), 2006 alone and 2006 in comparison to the years of 1996 and 2001.

This report details drivers convicted of first, second and third offences focussing on alcohol content over .08, impaired driving, and refusing to provide a blood or breath sample. It also notes whether or not the driver's offence resulted in a collision. Drivers are divided by age group and offence type. As in other Road Safety research, driver convictions are calculated as per 1,000 licensed drivers.

Note:

The 2006 driver alcohol-related offence convictions are preliminary. This report is currently being updated to include new Criminal Code offences of 'impaired driving with a youth in vehicle' and 'over .08 alcohol content with youth in vehicle'. The report will also include "out-of-province" and U.S. convictions. The new report is unavailable at the time of this publication.

Total Alcohol-Related Criminal Code Offences
by Age Group and Conviction Type
2006*

Age Group	Alcohol Content Over .08		Impaired Driving				Refuse Sample		Other**	Total
	253B		253A		255-2	255-3	254-5			
	No Accident	With Accident	No Accident	With Accident	Injury	Death	No Accident	With Accident		
<16	4	0	4	0	0	0	0	0	0	8
16-17	44	0	13	0	0	0	1	0	0	58
18-20	195	0	51	0	4	3	6	0	1	260
21-24	205	0	82	0	1	0	10	0	0	298
25-29	185	0	65	0	3	0	11	0	3	267
30-34	146	0	63	0	1	0	12	0	0	222
35-39	122	0	41	0	1	1	8	0	1	174
40-44	122	0	50	0	1	0	5	0	4	182
45-49	111	0	47	0	1	0	9	0	2	170
50-54	54	0	25	0	0	0	3	0	0	82
55-59	43	0	15	0	0	0	2	0	0	60
60-64	20	0	15	0	0	0	0	0	0	35
65-69	11	0	5	0	0	0	0	0	0	16
70-74	4	0	1	0	0	0	0	0	0	5
75+	4	0	1	0	0	0	0	0	0	5
Not Stated	0	0	0	0	0	0	0	0	1	1
Total	1270	0	478	0	12	4	67	0	12	1843

*The alcohol-related Criminal Code statistics collection is structured to accommodate a "one year" updating period due to a potential backlog in the court process. Consequently, there is a one-year delay in reporting alcohol statistics.

**Other may represent drivers' convicted "out-of-province" and U.S alcohol-related offences.

Definitions

Criminal Code 253B – Alcohol content over .08

Criminal Code 253A – Impaired driving

Criminal Code 255-2 – Impaired driving causing injury

Criminal Code 255-3 – Impaired driving causing death

Criminal Code 254-5 – Refuse sample/breath

**Total Alcohol-Related Criminal Code Convictions
by No Accident/With Accident Involvement
1989 - 2006***

Year	Alcohol Content Over .08		Impaired Driving				Refuse Sample		Other	Total
	253B		253A		255-2	255-3	254-5			
	No Accident	With Accident	No Accident	With Accident	Injury	Death	No Accident	With Accident		
1989	3392	494	370	110	33	6	484	95	0	4984
1990	3276	421	332	73	28	2	411	73	0	4616
1991	3339	373	321	52	44	2	398	62	0	4591
1992	2683	335	269	55	41	3	321	45	0	3752
1993	2210	308	282	52	29	3	274	59	0	3217
1994	2208	308	344	61	34	2	292	70	0	3319
1995	2298	180	366	39	25	3	227	37	0	3175
1996	2133	134	303	31	24	0	227	23	0	2875
1997	2378	141	338	28	37	3	250	27	0	3202
1998	2413	74	377	27	36	1	274	17	0	3219
1999	2400	60	423	18	29	3	309	11	0	3253
2000	1945	14	488	5	34	4	241	4	0	2735
2001	1780	3	568	6	35	2	185	1	0	2580
2002	1649	6	607	4	20	4	143	0	0	2433
2003	1463	1	565	2	19	3	144	0	0	2197
2004	1316	0	486	0	19	4	97	0	0	1922
2005	1089	0	474	0	16	4	98	0	0	1681
2006	1270	0	478	0	12	4	67	0	12	1843
% Change 89-06	-62.6	1	29.2	1	-63.6	0.0	-86.2	1	1	-63.0

*The alcohol-related Criminal Code statistics collection is structured to accommodate a "one year" updating period due to a potential backlog in the court process. Consequently, there is a one-year delay in reporting alcohol statistics.

Note: For 2006 these numbers are preliminary and the 'other' column may represent "out-of-province" and U.S. Criminal code convictions.

¹Percentage change statistics not calculated due to low frequency count.

During this 18 year-period (1989-2006), drivers convicted of an alcohol-related Criminal Code offence steadily declined until 1996; increased in 1997 by 11.4 percent, continued with slight increases till 1999, followed by five years of consistent decreases. In 2006, drivers convicted of alcohol-related Criminal Code offences rose by 9.6% from 1,681 to 1,843.

During the same period, for offences where there was no accident, the convictions for alcohol content over .08 and refuse blood sample/breath show a decrease of 62.6 percent (3392 to 1270) and 86.2 percent (484 to 67) respectively.

Total Alcohol-Related Criminal Code Convictions ¹
by Age Group
1989-2006

	<16	16-17	18-20	21-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	N.S.	Total
1989	9	124	622	909	983	755	516	392	242	163	133	65	46	19	6	0	4984
1990	10	119	583	744	940	704	538	341	223	179	92	73	46	19	5	0	4616
1991	12	104	520	709	923	728	527	389	240	176	110	71	47	26	9	0	4591
1992	4	86	426	606	667	624	431	365	206	129	83	62	42	13	8	0	3752
1993	7	64	286	494	584	543	402	292	194	146	79	67	31	22	6	0	3217
1994	5	49	363	473	553	566	435	288	205	138	88	86	42	24	4	0	3319
1995	3	82	364	471	518	547	422	278	177	111	86	59	33	11	13	0	3175
1996	7	66	366	388	447	394	387	267	208	151	71	66	32	10	15	0	2875
1997	7	105	430	495	451	440	440	302	201	130	78	50	44	18	11	0	3202
1998	7	109	349	448	495	459	455	306	227	163	82	49	39	25	6	0	3219
1999	13	81	412	504	484	445	429	330	248	151	56	46	28	15	11	0	3253
2000	12	75	345	430	396	368	354	298	198	102	66	42	23	14	12	0	2735
2001	11	91	357	379	384	334	322	259	177	128	54	44	22	15	3	0	2580
2002	11	85	333	338	359	309	277	282	175	102	78	39	24	10	11	0	2433
2003	7	65	300	308	317	269	237	233	178	109	81	44	26	14	9	0	2197
2004	5	55	282	273	251	235	209	232	150	83	63	46	21	13	4	0	1922
2005	6	46	210	272	243	204	178	158	139	91	51	45	24	5	9	0	1681
2006	8	58	260	298	267	222	174	182	170	82	60	35	16	5	5	1	1843
% 89-06	-11.1	-53.2	-58.2	-67.2	-72.8	-70.6	-66.3	-53.6	-29.8	-49.7	-54.9	-46.2	-65.2	-73.7	-16.7	-	-63.0

¹ Includes alcohol content over .08, impaired driving causing injury and/or death, and refuse sample.

Note: The alcohol-related Criminal Code statistics collection is structured to accommodate a "one year" updating period due to a potential backlog in the court process. Consequently, there is a one-year delay in reporting alcohol statistics.

Between 1989 and 2006, all age groups recorded declines in alcohol-related Criminal Code convictions. The largest decrease was among drivers aged 25-29, 30-34, and 70-74 which amounted to (72.8%), (70.6%), and (73.7%) respectively. In contrast, the 45-64 age group recorded the least decrease in alcohol-related Criminal Code convictions, (42.5%), followed by under 25 years of age, (62.5%), 65 and older, (63.4%) and 25-44, (68.1%).

Comparison of Percentage Change of Alcohol-Related Criminal Code Convictions
by Selected Age Groups, 1989 - 2006



**Total Alcohol-Related Criminal Code Convictions ¹
by Age Group
1989-2006**

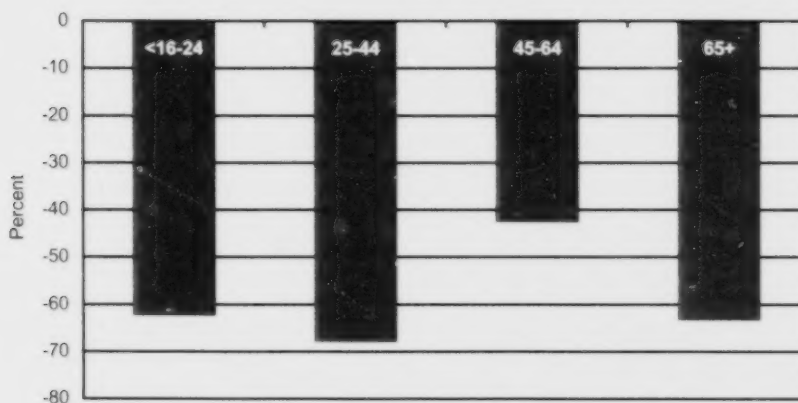
	<16	16-17	18-20	21-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	N.S.	Total
1989	9	124	622	909	983	755	516	392	242	163	133	65	46	19	6	0	4984
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1995	3	82	364	471	518	547	422	278	177	111	86	59	33	11	13	0	3175
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2000	12	75	345	430	396	368	354	298	198	102	66	42	23	14	12	0	2735
2001	11	91	357	379	384	334	322	259	177	128	54	44	22	15	3	0	2580
2002	11	85	333	338	359	309	277	282	175	102	78	39	24	10	11	0	2433
2003	7	65	300	308	317	269	237	233	178	109	81	44	26	14	9	0	2197
2004	5	55	282	273	251	235	209	232	150	83	63	46	21	13	4	0	1922
2005	6	46	210	272	243	204	178	158	139	91	51	45	24	5	9	0	1681
2006	8	58	260	298	267	222	174	182	170	82	60	35	16	5	5	1	1843
% 89-06	-11.1	-53.2	-58.2	-67.2	-72.8	-70.6	-66.3	-53.6	-29.8	-49.7	-54.9	-46.2	-65.2	-73.7	-16.7	-	-63.0

¹Includes alcohol content over .08, impaired driving causing injury and/or death, and refuse sample.

Note: The alcohol-related Criminal Code statistics collection is structured to accommodate a "one year" updating period due to a potential backlog in the court process. Consequently, there is a one-year delay in reporting alcohol statistics.

Between 1989 and 2006, all age groups recorded declines in alcohol-related Criminal Code convictions. The largest decrease was among drivers aged 25-29, 30-34, and 70-74 which amounted to (72.8%), (70.6%), and (73.7%) respectively. In contrast, the 45-64 age group recorded the least decrease in alcohol-related Criminal Code convictions, (42.5%), followed by under 25 years of age, (62.5%), 65 and older, (63.4%) and 25-44, (68.1%).

**Comparison of Percentage Change of Alcohol-Related Criminal Code Convictions
by Selected Age Groups, 1989 - 2006**



**Alcohol-Related Criminal Code Convictions
by Active Licensed Drivers and Age Group
1996, 2001 and 2006**

Age Group	1996			2001			2006		
	# Alcohol Convictions	% Total Alcohol Convictions	% Licensed Drivers	# Alcohol Convictions	% Total Alcohol Convictions	% Licensed Drivers	# Alcohol Convictions	% Total Alcohol Convictions	% Licensed Drivers
<16-24 ¹	827	28.8	14.7	838	32.5	14.4	624	33.9	14.3
25-44	1495	52.0	42.6	1299	50.3	38.5	845	45.8	34.8
45-64	496	17.2	28.4	403	15.6	32.1	347	18.8	35.7
65+	57	2.0	14.3	40	1.6	15.0	27	1.5	15.2
Total	2875	100.0	100.0	2580	100.0	100.0	1843	100.0	100.0

¹Includes statistics for individuals under the age of 16 convicted of an alcohol-related Criminal Code offence, but who were not licenced at the time of offence.

Note: The alcohol-related Criminal Code statistics collection is structured to accommodate a "one year" updating period due to a potential backlog in the court process. Consequently, there is a one-year delay in reporting alcohol statistics.

Overall drivers convicted of alcohol-related convictions decreased by 35.9 percent from 2,875 in 1996 to 1,843 in 2006.

<16-24 age group

Licensed drivers up to the age of 24 are overrepresented in alcohol-related Criminal Code convictions. Although accounting for 14.7 percent of all licensed drivers in 1996, they accounted for 28.8 percent of alcohol offences. In 2006, these drivers represented 14.3 percent of the licensed drivers, but accounted for 33.9 percent of total convictions in this year.

25-44 age group

Drivers between the ages of 25 to 44 recorded the highest incidence of alcohol-related Criminal Code convictions. In the years 1996, 2001 and 2006 respectively, drivers in this group made up 42.6 percent, 38.5 percent and 34.8 percent of licensed drivers. These drivers accounted for (52.0% or 1495), (50.3% or 1299) and (45.8% or 846) of Criminal Code convictions in the years 1996, 2001 and 2006 respectively.

45-64 age group

Drivers aged 45-54 were underrepresented in alcohol-related Criminal Code convictions. In the years 1996, 2001 and 2006 respectively, drivers in this group made up 28.4 percent, 32.1 percent and 35.7 percent of licensed drivers. However, these drivers accounted for (17.2% or 496), (15.6% or 403) and (18.8% or 347) of Criminal Code convictions in the same period.

65 and older group

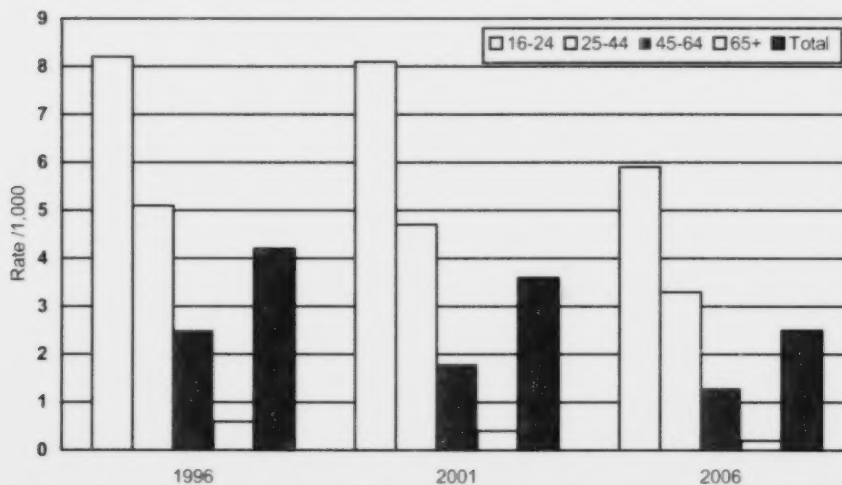
Older drivers are underrepresented in alcohol-related Criminal Code convictions. Drivers 65 years and over made up 14.3 percent, 15.0 percent and 15.2 percent of licensed drivers but accounted for only (2.0% or 57), (1.6% or 40) and (1.5% or 27) of Criminal Code convictions in the years 1996, 2001 and 2006 respectively.

**Driver Involvement in Total Alcohol-Related Criminal Code Convictions
by Age Group
1996, 2001 and 2006**

Age Group	1996			2001			2006		
	Alcohol ¹ Convictions	Licensed Drivers	Rate /1,000	Alcohol Convictions	Licensed Drivers	Rate /1,000	Alcohol Convictions	Licensed Drivers	Rate /1,000
<16-24	827	100472	8.2	838	102871	8.1	625	106644	5.9
25-44	1495	291874	5.1	1299	273981	4.7	846	259901	3.3
45-64	496	194811	2.5	403	227452	1.8	346	266504	1.3
65+	57	97641	0.6	40	106152	0.4	26	113505	0.2
Total	2875	684798	4.2	2580	710456	3.6	1843	746554	2.5

¹For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

**Comparison of Total Alcohol-Related Criminal Code Convictions
per /1,000 Drivers by Age Group -1996, 2001 and 2006**



Between 1996 and 2006, the driver involvement rate decreased by 40.5%, from 4.2 per 1,000 licensed drivers to 2.5 per 1,000 licensed drivers.

<16-24 group

For every 1,000 licensed drivers in this age group, there were 8.2, 8.1 and 5.9 drivers who had committed an alcohol-related Criminal Code offence in 1996, 2001 and 2006 respectively. The 2006 rate for this age group was 28.0 percent below the 1996 rate.

25-44 group

The involvement rate for drivers aged 25-44 were: 5.1 in 1996, 4.7 in 2001, and 3.3 in 2006 per 1,000 licensed drivers. The 2006 rate was 35.3 percent lower than the 1996 rate.

45-64 group

This group's involvement per 1,000 licensed drivers was 2.5 in 1996, 1.8 in 2001, and 1.3 in 2006. The 2006 rate (1.3) was 48.0 percent lower than the 1996 (2.5) rate.

65 and older

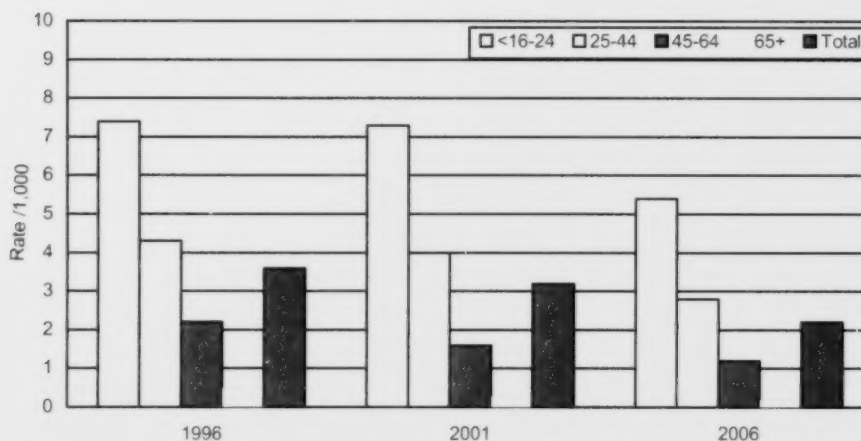
This group had the lowest involvement rates per 1,000 licensed drivers at 0.6 in 1996, 0.4 in 2001, and 0.2 in 2006.

**Driver Involvement in First Occurrence Alcohol-Related Criminal Code Convictions
by Age Group
1996, 2001 and 2006**

Age Group	1996			2001			2006		
	Alcohol ¹ Convictions	Licensed Drivers	Rate /1,000	Alcohol Convictions	Licensed Drivers	Rate /1,000	Alcohol Convictions	Licensed Drivers	Rate /1,000
<16-24	743	100472	7.4	752	102871	7.3	577	106644	5.4
25-44	1258	291874	4.3	1103	273981	4.0	740	259901	2.8
45-64	421	194811	2.2	362	227452	1.6	314	266504	1.2
65+	50	97641	0.5	37	106152	0.3	23	113505	0.2
Total	2472	684798	3.6	2254	710456	3.2	1654	746554	2.2

¹ For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

**Comparison of First Occurrence Alcohol-Related Criminal Code Convictions
Relative Involvement Rate /1,000 Drivers by Age Group
1996, 2001 and 2006**



The number of drivers convicted of first occurrence in alcohol-related convictions has decreased by 33.1 percent from 2,472 in 1996 to 1,654 in 2006.

Comparing the involvement rates for 1996 and 2006, first occurrence Criminal Code convictions for all age groups decreased. There was a 27.0 percent drop for the <16-24 age group, 34.9 percent for the 25-44 age group, 45.5 percent for the 45-64 age group, and the largest decrease (60.0%) in the eldest age group.

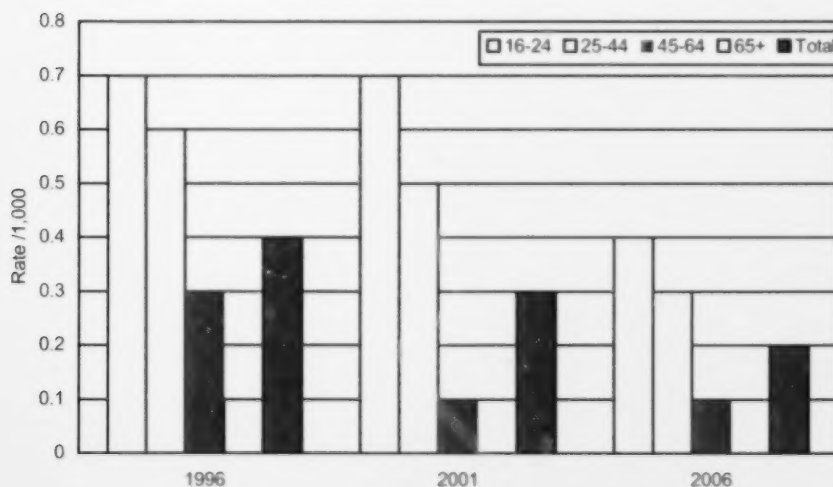
For every 1,000 licensed drivers within the <16-24 age group, there were 7.4, 7.3 and 5.4 drivers who committed an alcohol-related offence in each respective year (1996, 2001, and 2006). For the same years (1996, 2001 and 2006), the rate for drivers aged 45-64 was substantially lower than those younger than 25, at 2.2 per 1,000 licensed drivers, 1.6 per 1,000 licensed drivers and 1.2 per 1,000 licensed drivers. The 65 and older drivers had the lowest rate of involvement at 0.5 per 1,000 licensed drivers in 1996, 0.3 per 1,000 licensed drivers in 2001, and 0.2 per 1,000 licensed drivers in 2006.

Driver Involvement in Second Occurrence Alcohol-Related Criminal Code Convictions
by Age Group
1996, 2001 and 2006

Age Group	1996			2001			2006		
	Alcohol ¹ Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000
<16-24	71	100472	0.7	71	102871	0.7	43	106644	0.4
25-44	175	291874	0.6	145	273981	0.5	83	259901	0.3
45-64	60	194811	0.3	27	227452	0.1	25	266504	0.1
65+	6	97641	0.1	2	106152	0.0	3	113505	0.0
Total	312	684798	0.4	245	710456	0.3	154	746554	0.2

¹For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

Comparison of Second Occurrence Alcohol-Related Criminal Code Convictions
Relative Involvement Rate /1,000 Drivers by Age Group
1996, 2001 and 2006



This report also tracks drivers and measures the rate of recidivism by looking at the re-occurrence of alcohol-involvement. For drivers convicted of a second alcohol-related Criminal Code offence, there was a 50.6 percent reduction from 312 in 1996 to 154 in 2006.

Each age group recorded declines. For instance, the number of drivers convicted among <16-24 age group dropped by 39.4 percent from 71 to 43; the other age groups had larger decreases; 52.6 percent for 25-44 age group (175 to 83), and 58.3 percent for 45-64 age group (60 to 25).

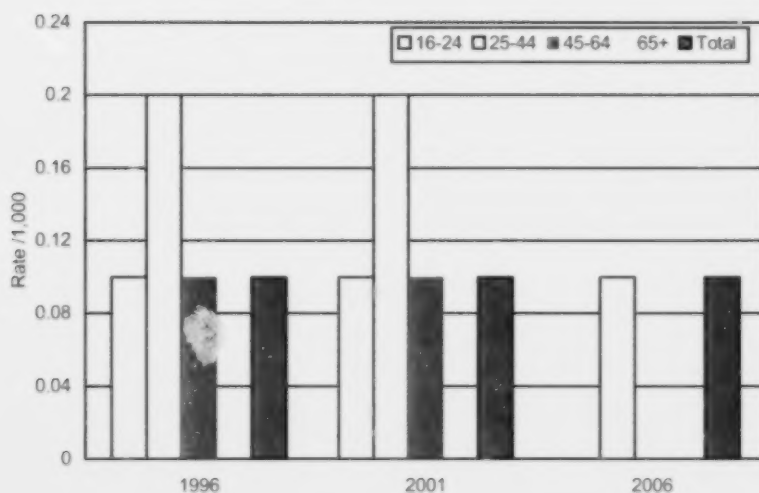
Drivers over the age of 65 had a relative involvement rate of less than 0.1 per 1,000 licensed drivers in each of the years under review.

**Driver Involvement in Third and Subsequent Occurrence Alcohol-Related
Criminal Code Convictions by Age Group
1996, 2001 and 2006**

Age Group	1996			2001			2006		
	Alcohol Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000
<16-24	14	100472	0.1	15	102871	0.1	5	106644	--
25-44	62	291874	0.2	51	273981	0.2	23	259901	0.1
45-64	15	194811	0.1	14	227452	0.1	7	266504	--
65+	0	97641	0.0	1	106152	--	0	113505	0.0
Total	91	684798	0.1	81	710456	0.1	35	746554	0.1

¹ For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver, although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

**Comparison Third/Subsequent Occurrence Alcohol-Related Criminal Code Convictions
Relative Involvement Rate /1,000 Drivers by Age Group
1996, 2001 and 2006**



The total number of drivers convicted of third and subsequent occurrence alcohol-related Criminal Code convictions decreased by 61.5 percent, from 91 in 1996 to 35 in 2006.



Glossary

Ability Impaired by Alcohol	Driver had consumed a sufficient quantity of alcohol to impair their physical/mental condition.
Ability Impaired by Drugs	Driver had used a controlled substance and was legally impaired in the judgement of a law enforcement officer.
Accident	Refer to collision.
All-terrain Vehicle	An off-road vehicle which operates on three or more low pressure tires, has a seat designed to be straddled by the operator, and has handle bars for steering the vehicle.
Antique Vehicle	<p>A car, truck or motorcycle that is more than thirty years old at the time of application for registration. A motor vehicle registered as an antique car, truck or motorcycle can be driven only when:</p> <ul style="list-style-type: none">a. taking it to be repaired or serviced;b. displaying it to the public in a parade or procession and driving it to or from such a parade or procession,c. driving it to an antique car, truck or motorcycle rally as authorized by the Registrar of Motor Vehicles.
Causalities	Refer to victims.
Collision	A reportable motor vehicle collision is one that results in a fatality, injury and/or total property damage exceeding \$1,000.00.
Commercial Truck	<p>A truck (or trailer) used to transport the registered owner's (or lessee's) own business goods:</p> <ul style="list-style-type: none">a. beyond a radius of 20 kilometres of the City of Winnipeg, where the registered owner's business address is in the City of Winnipeg,b. beyond a radius of 30 kilometres of a city, town or village other than the City of Winnipeg, where the registered owner's address is not in the City of Winnipeg.
Contributing Factors	<p>Those events or circumstances that directly contribute to a traffic collision:</p> <p><u>Driver Action</u>: Used to determine if the driver actions performed immediately prior to the collision may have been a factor in causing the collision.</p>

Contributing Factors con't	<p>Those events or circumstances that directly contribute to a traffic collision:</p> <p><u>Human Condition</u>: Used to determine if a driver's condition may have been a major factor in contributing to collision causation.</p> <p><u>Vehicle Condition</u>: Used to determine if a vehicle has a mechanical defect that may have been a factor in collision causation.</p> <p><u>Environmental Condition</u>: Used to determine if environmental factors may have been a factor in the collision.</p>
Dealer	<p>means a person who carries on the business as principal or agent, or who holds himself or herself out as carrying on the business as principal or agent, (a) of buying motor vehicles or trailers; (b) of selling motor vehicles or trailers, whether or not in combination with leasing them; or (c) of buying and selling motor vehicles or trailers, whether or not in combination with leasing them.</p>
Driverless Vehicle/ Ran Out of Control	<p>Includes improperly parked vehicles, vehicles set in motion by failure of parking brakes, vandalism, etc., without a driver in control. Includes cases where young children start and/or attempt to operate vehicles.</p>
Farm Truck	<p>A motor vehicle classified as a "truck" at time of registration and is owned by a person engaged in farming.</p>
Fatal Collision	<p>A motor vehicle collision which results in death to one or more individuals within 30 days of the collision.</p>
Had Been Drinking/ Suspected Alcohol Use	<p>Driver had consumed alcohol, but his/her physical condition was not legally impaired or tested for legal impairment.</p>
Hydroplaning of tires	<p>Refers to <u>water</u> on the roadway. The contact between the vehicle's tires and the roadway surface was eliminated.</p>

Injury Collision	A motor vehicle collision which results in non-fatal injury to one or more individuals.
Livery	A vehicle licenced under <i>The Highway Traffic Act</i> for the transportation of persons for compensation and is licensed to operate in the Province according to terms issued by the Motor Transport Board.
Moped	<p>A motor vehicle which:</p> <ol style="list-style-type: none"> has 2 tandem wheels or 3 wheels, each of which is more than 250 millimetres in diameter, has a seat or saddle having a minimum unladen height of 650 millimetres, when measured from the ground level to the top of the forward most part of the saddle, is capable of being driven at all times by pedals only if so equipped, by motor only or by both pedals and motor, and the motor has a piston displacement of not more than 50 cubic centimetres, or is an electric motor neither of which is capable of enabling the moped to attain a speed greater than 50 km/h.
Motorcycle	<p>A vehicle that:</p> <ol style="list-style-type: none"> has a steering handlebar completely constrained from rotating in relation to the axle of one wheel in contact with the ground, is designed to travel on not more than three wheels in contact with the ground, has a minimum unladen seat height of 650mm, has a minimum wheel rim diameter of 250mm has a minimum wheelbase of 1,016mm, and has a maximum speed capability of more than 50 km/h, <p>but does not include a moped, power-assisted bicycle or tractor.</p>
Not Stated	Reporting document does not contain the necessary information for a particular category.
Off-Road Vehicle (ORV)	Included in this category are the following: snowmobiles, off-road vehicle motorcycles, all-terrain vehicles, amphibious vehicles, dune/sport buggy and 4 wheel drive vehicles operated off-road.
Passenger Vehicle	A motor vehicle classified by the manufacturer as a passenger car or which is designed, constructed or adapted for the principle purpose of transporting passengers and includes a delivery car, but does not include a motorcycle, moped or motor vehicle which is designed, constructed or adapted for the purpose of carrying goods or commodities.

Property Damage Collision	A motor vehicle collision in which damage to vehicle and/or property was \$1,000.00 or more, and which did not result in death or injury.
Public Service Vehicle (PSV)	A motor vehicle or trailer operated by or on behalf of any person, for transportation for gain or compensation of persons or property upon a highway, and includes a semi-trailer truck; but does not include the passenger-carrying-motor vehicles of an electric, or steam railway or motor bus company operating on the streets of a city, or school buses, ambulances or hearses or motor vehicle operated for gain or compensation under <i>The Taxicab Act</i> or a municipal by-law in cities, towns, and villages.
Repairer	A person who maintains a garage for the purpose of rendering services therein upon motor vehicles and/or trailers, at a charge, price or consideration; or who owns and operates a fleet of five or more motor vehicles or trailers; or both, and maintains a facility for their repair, is permitted under <i>The Highway Traffic Act</i> to obtain "Repairer" licence plates to be used to transport motor vehicles for repair from place of origin to the repair facility and return, and the testing of the motor vehicle after the repair work has been completed.
Rural Collision	Collisions that occurred outside the selected urban municipal boundaries. (See urban collision)
Safety Equipment	Seatbelts, safety helmets and child restraints.
Snowmobile Collision	A snowmobile collision which results in death, injury and/or total property damage of \$1,000.00 or more.
Snow Vehicle	<p>A vehicle that has a gross vehicle weight in exceeding 454 kilograms and</p> <ol style="list-style-type: none">is not equipped with wheels, but in place thereof is equipped with tractor treads alone or with tractor treads and skis, or with skis and a propeller, or is a toboggan equipped with tractor treads or a propeller,is designed primarily for operating over snow or ice, and is used primarily for that purpose, andis designed to be self-propelled.

Taxicab	<p>A motor vehicle had, kept, used, intended for use, or operated, for the transportation of persons for compensation, and includes such vehicles when garaged or under repair; but does not include</p> <ol style="list-style-type: none">a public service vehicle,a trolley bus or passenger-carrying motor vehicle or a public transportation system operating on the streets of a city,a school bus,an ambulance,a hearse, ora motor vehicle, or vehicle of a class of motor vehicles, that The Taxicab Board established under <i>The Taxicab Act</i> excludes from the definition of a taxicab under that Act.
Tractor	<p>A self-propelled vehicle that is designed primarily for traction purposes, and that is not itself constructed to carry a load other than the driver, and includes a farm tractor but does not include a truck tractor or a special mobile machine.</p>
Trailer	<p>A vehicle designed for carrying persons or chattels, and for being towed by a motor vehicle, and includes a farm trailer but does not include an implement of husbandry that is temporarily towed, propelled, or moved upon a highway.</p>
Truck	<p>A motor vehicle or semi-trailer truck that is not a delivery car and that is constructed or adapted to carry goods, wares, and merchandise, freight or commodities, but not passengers or luggage.</p>
U-Drive (Drive Yourself Vehicle)	<p>A motor vehicle or trailer, kept for hire, that may be hired or rented without a driver by the hour, day, week or longer but for which a single rental period is less than 30 days.</p>
Urban Collision	<p>Urban collisions are those which occurred within select municipal boundaries. Examples are: Winnipeg, Brandon, Portage la Prairie, Flin Flon, Dauphin, Thompson, The Pas, Selkirk.</p>
Vehicle Modification	<p>A motor vehicle in which the axles, body, brakes, engine, steering control or suspension have been substantially altered or replaced with components of a different design or capacity from that approved by the manufacturer of the original vehicle.</p>
Victims/Casualties	<p>All persons killed or injured in a motor vehicle related collision occurring on a public roadway. Both terms are used interchangeably.</p>



